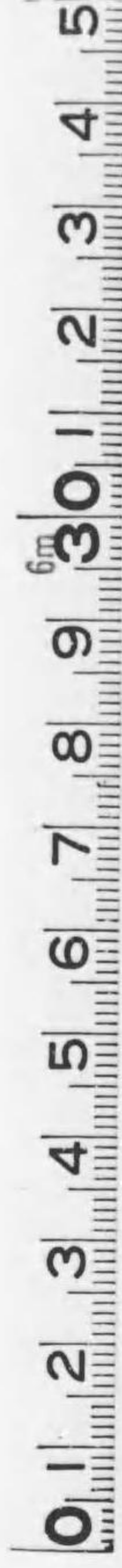


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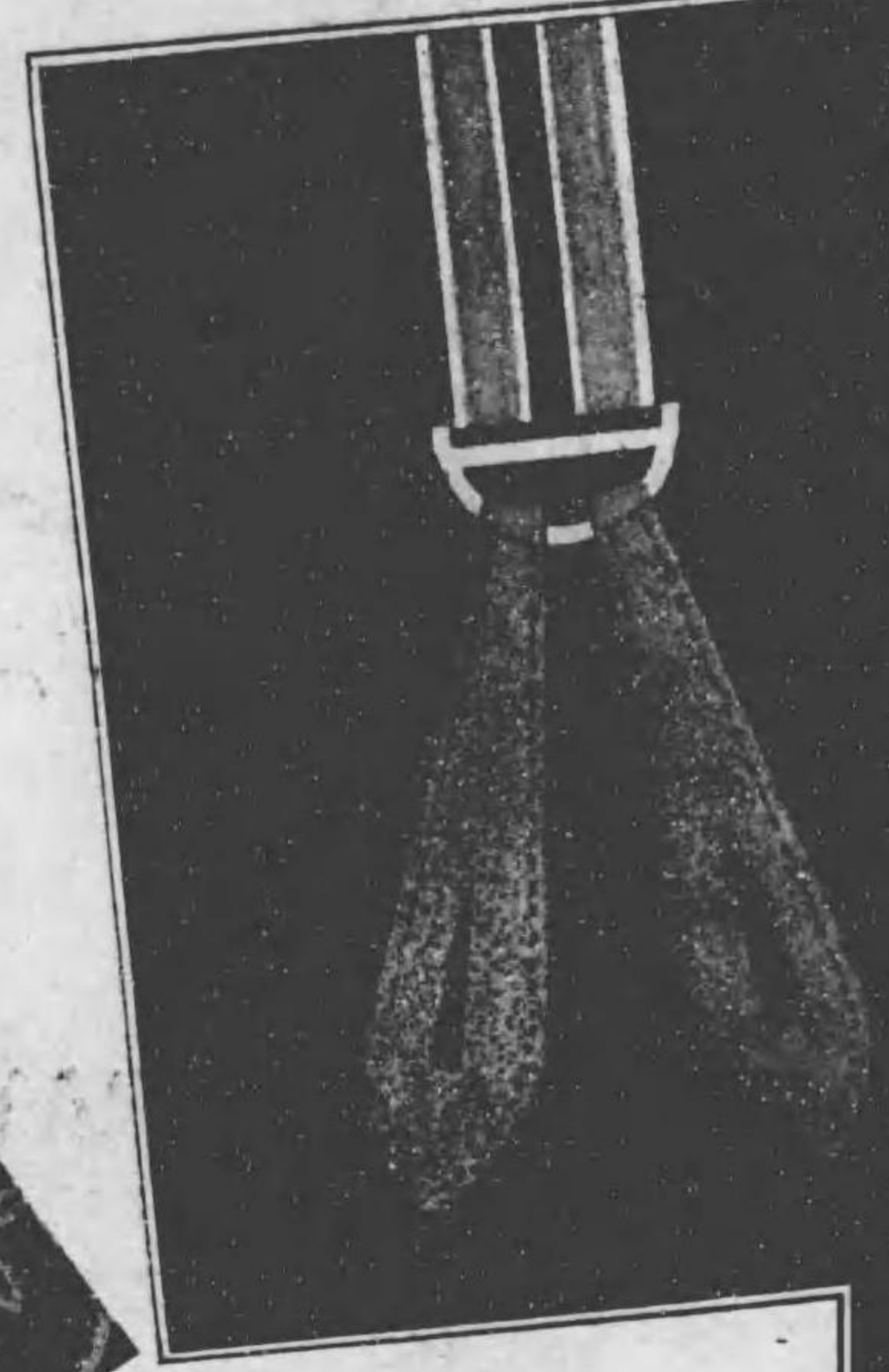
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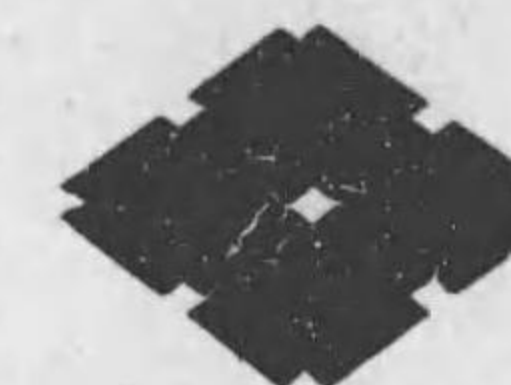
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PAID-UP CAPITAL	" 50,000,000
RESERVE FUNDS	" 60,710,000

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The Sumitomo Bank of California
Sacramento, California, U.S.A.

The Sumitomo Bank of Hawaii
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(YASUDA GINKO, LTD.)

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Managing Directors:

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Otaru Branch: Ironai-machi, Otaru
Nagoya Branch: Minami-otsu-dori, Naka-ku, Nagoya
Dairen Agency: Yamagata-dori, Dairen

TOKYO OFFICE:
Kogin Bldg., Marunouchi, Tokyo

ESTABLISHED
1937



ANGAUR & HUAESU
PHOSPHATE MINES:
Angaur Is., Huhaesu Is., South Sea Is.

President:
MAGOSHIRO OSHIMA

NANYO TAKUSHOKU KAISHA, LTD.

Head Office: Palau Is., South Sea Islands

CAPITAL SUBSCRIBED ¥ 20,000,000

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LINES OF BUSINESS:

Our Company, while directly engaged in the mining of rock phosphate, is also acting as a holding Company for the undermentioned concerns. Furthermore, as a measure towards the smooth and systematic operation of its enormous business activities, the Company is also occupied with the task of supervising the development of the various industrial enterprises undertaken by its subsidiaries.

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T. OKUBO



Vice-President:
H. KASHIWAGI
S. ARAKAWA

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HEAD OFFICE: YOKOHAMA

CAPITAL (Paid-Up) ¥100,000,000
RESERVE FUNDS ¥145,900,000

T. OHMURA, Manager.

TOKYO BRANCH:

No. 6, Honkoku-cho 1-chome, Nihonbashi-ku.
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J. KIYOSE, Agent.

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Directors:
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Tozo Hirano, Esq.; Fumio Narita, Esq.

Vice-President:
MASAHIKO WADA, Esq.

Auditors:
Viscount Sukekuni Soga; Gosuke Kikuchi, Esq.;
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HEAD OFFICE: TAIHOKU, TAIWAN

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CAPITAL PAID-UP Y 72,200,000
RESERVE FUNDS Y 50,360,000
DEPOSITS (December 31, 1941) Y 3,204,712,732

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Vice-President: K. OKANO

Managing Directors:
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Deputy Governor: I. KIMIJIMA, Esq.

Directors: G. Otsuka, Esq.; K. Hoshino, Esq.; S. Nakano, Esq.; H. Sakurazawa, Esq.

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Reserve Funds „ 80,300,000

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KANOH SHUNDO

HEAD OFFICE:

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Capital Subscribed ¥14,000,000
Capital Paid-up ¥ 3,500,000
Sundry Reserve Funds ¥26,210,000

President: S. SHINJO
Managing Director: S. SAKAMOTO

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BRANCH OFFICES:

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1943 EDITION

TWENTY-FIFTH ANNUAL ISSUE

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FOREWORD

IN presenting before our esteemed readers and supporters of a quarter of a century standing the 1943 issue of the "Glimpses of East Asia", Silver Jubilee Edition, formerly known as the "Glimpses of the East", the Editor wishes to extend his heartfelt thanks to all those who enabled him to bring out this world-famed vade-mecum, with the reputation of the oldest history and highest circulation in the world, to such a state of perfection.

Originally, our book was launched for the purport of bringing cultural intercourse and mutual understanding among the Asiatic peoples, with the enthusiastic support of our sagacious patrons who perspicaciously foreshadowed the necessity of reconstructing Asia into a common prosperity sphere for Asiatic races ever since the termination of the first world-war.

It is a source of extreme joy to celebrate the 25th anniversary of the founding of the "Glimpses of East Asia" simultaneously with the felicitious occasion in which our nation welcomes the first anniversary of the outbreak of the War of Greater East Asia—the war in which the Imperial Japanese Forces, on land, at sea, and in the air, attained most brilliant military accomplishments unparalleled in the annals of war. Beside our forces, one hundred million subjects of the Japanese Empire, forming but one single body under the August virtue of His Majesty the Emperor, are shouldering a weighty task of bringing lasting peace and prosperity for one billion Asiatic races with the great ideal of "Hakko Ichiu".

For such a success in our publication, the Editor owes much to untiring efforts and untold hardships experienced by the predecessor in his early days, and to sincere guidance and encouragement accorded by his esteemed supporters. He wishes, consequently, to express his inmost respect and gratitude in this connection.

The establishment of a New World Order centering around Greater East Asia, by prosecuting this holy war, has always been the purport promoted by our publication since its first issue. If, fortunately, the principles advocated by the "Glimpses of East Asia" should contribute in any way toward creating an eternal peace in this world, it is more than the Editor could ever hope for. In this sense, he wishes to stress his determination of redoubling his efforts toward further improvements in the editions to come. In concluding, the Editor takes liberty of soliciting continued support and patronage of all our friends in the hope that this publication will serve in some measure in attaining the object mentioned.

Editor & Director

緒 言

曩の第一次世界大戦直後、夙に大亞細亞確立の要を覚え、已に今日あるを明察せられたる賢慮各位の御後援に依り、亞細亞文化の交流と民族結束の主旨を以て發刊せられたる小著東亞大觀は、戦史に比類なき大戦果と共に大東亞戦争第一周年を迎へ、亞細亞の興隆を双肩に擔ひ御稜威の下吾等一億が一丸となつて、八紘一字の大理想を奉戴し邁進愈々急なる慶賀すべき秋、奇しくも時を同じうして茲に創刊第二十五周年を迎へた事は、洵に意義深きを感じその欣びは言語に窮するものがある。

其の間文字通り需むるを追ひて東奔西走せし先人の、辛酸努力は螢雪の功を結び名實共に斯界最高の歴史と、最大の頒布を面目として、今日東亞大觀二十五周年記念版の上梓を得たのであるが、これは偏へに四半世紀の久しきにわたり、衷心より指導激勵を賜り深甚なる御懇情を辱ふしたる各位の御後援に依るものと、寔に感激に堪へず茲に最高の敬意と感謝を捧ぐる次第である。

聖戦の完遂に依つて大東亞共榮圈を核心とする世界新秩序の確立は既に實行に移された亞細亞民族十餘億の使命であつて、是が成就是は惟り強固なる大東亞の團結に俟つのみである。即ち吾が刊行主旨たる大亞細亞の文化交流相互理解に存するのである。幸ひにして東亞大觀の唱ふところが、世界永遠の平和樹立に聊かなりとも寄與する事を得れば、編者として面目之に過ぐるものはなく、益々銳意研鑽以て増補刷新に努め、出版報國に全力を傾倒する覺悟である。

編 者 識

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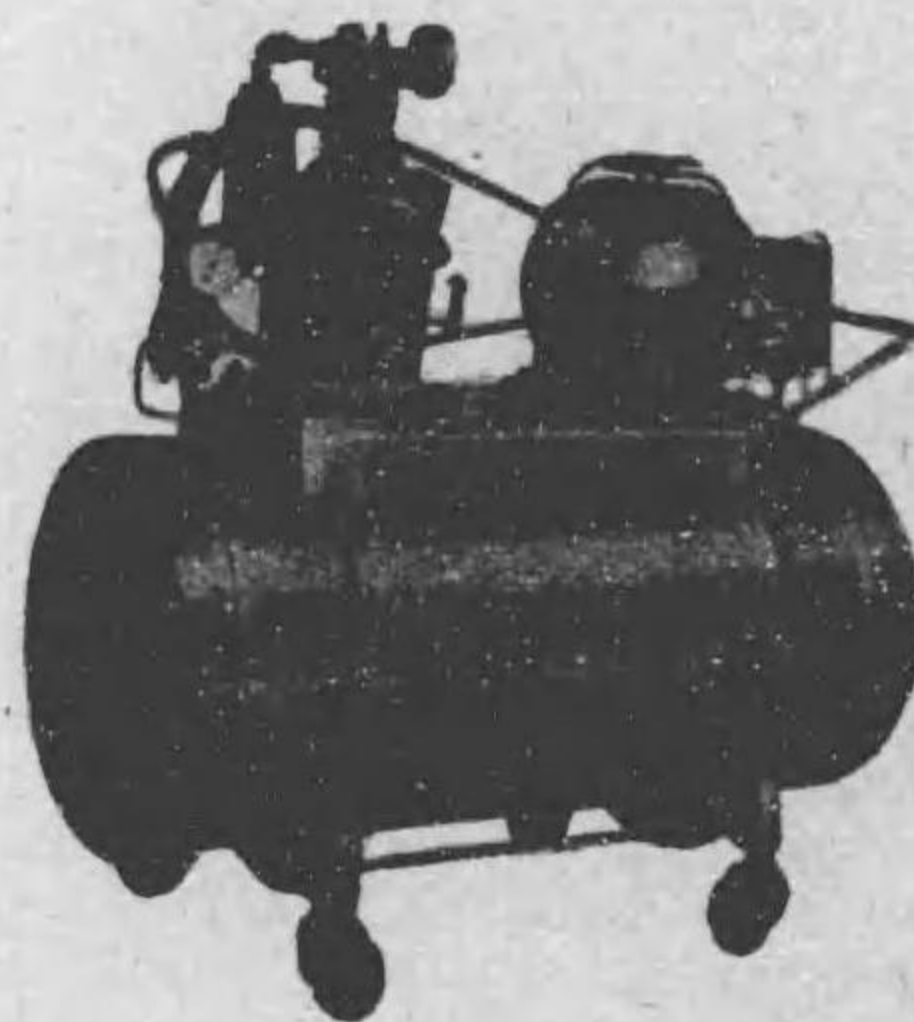
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N.Y.K. Line

N.Y.K. Line



Hisanobu Terai, Esq.,
President
N. Y. K. LINE

The Situation and the N.Y.K.

By HISANOBU TERAII,
PRESIDENT OF THE N.Y.K.

JAPAN, fully cognizant of the trend of events ever since the first World War, and especially after the universal economic crisis of 1929, has devoted her close attention to a still greater enlargement of her ever increasing mercantile fleet, in which accomplishment she has been remarkably successful. Especially the N.Y.K., as a national concern, and charged with the important mission of maintaining trade and communications between Japan and the leading commercial centres of the world and vice-versa, has been foremost among Japanese shipowners in renovating and replenishing its fleet with larger and faster passenger and cargo vessels, including numerous new ships as well as the already well-known de-luxe vessels. At the outbreak of the second World War, the N.Y.K. already occupied a prominent position among the leading shipowners of the world.

In addition to the constant expansion of the Japanese mercantile marine, a bill was passed at the last session of the Imperial Diet, providing for the speedy construction, under State control, of a large number of vessels of certain improved, standard types, to be distributed among the already established shipping concerns, under certain conditions, for the purpose of having them operated to supplement the tonnage which is much needed owing to the exceptional situation. The building of new vessels under this scheme is already progressing, heralding the welcome relief of

the pressure on the Near-Seas tonnage. The N.Y.K. is, of course, to take part in the new project.

That Japan has to be prepared for a prolonged war need hardly be stressed at this juncture. Whatever changes the world may undergo at the conclusion of the present World War, Japan's determination to establish the Co-Prosperity Sphere of Greater East Asia, where all the peoples concerned may live in common prosperity and security, is unalterable. The N.Y.K., as the premier shipping concern in Japan, is doing its "bit", and is thus bravely playing its part in the formation of the new World Order. Upon the conclusion of the present conflicts, the Company, with its valuable experience of nearly sixty years, during which it has accomplished an unprecedented growth in its capitalization and reserve and, above all, its magnificent passenger and cargo fleet, is prepared not only to resume its well-known world-wide services, but to devote its energy to the opening of services within the Co-Prosperity Sphere with special attention to inter-insular trade. It is hoped that the services hitherto monopolized by the British, American, and Dutch vessels between these districts, will thus be immensely improved, enhancing the enjoyment of freedom, happiness and prosperity of the vast number of native inhabitants at large, who were hitherto held down under the unjust oppressions, economic and otherwise, of their usurping overlords.

Tokyo, December, 1942.

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The History of the N.Y.K. Line

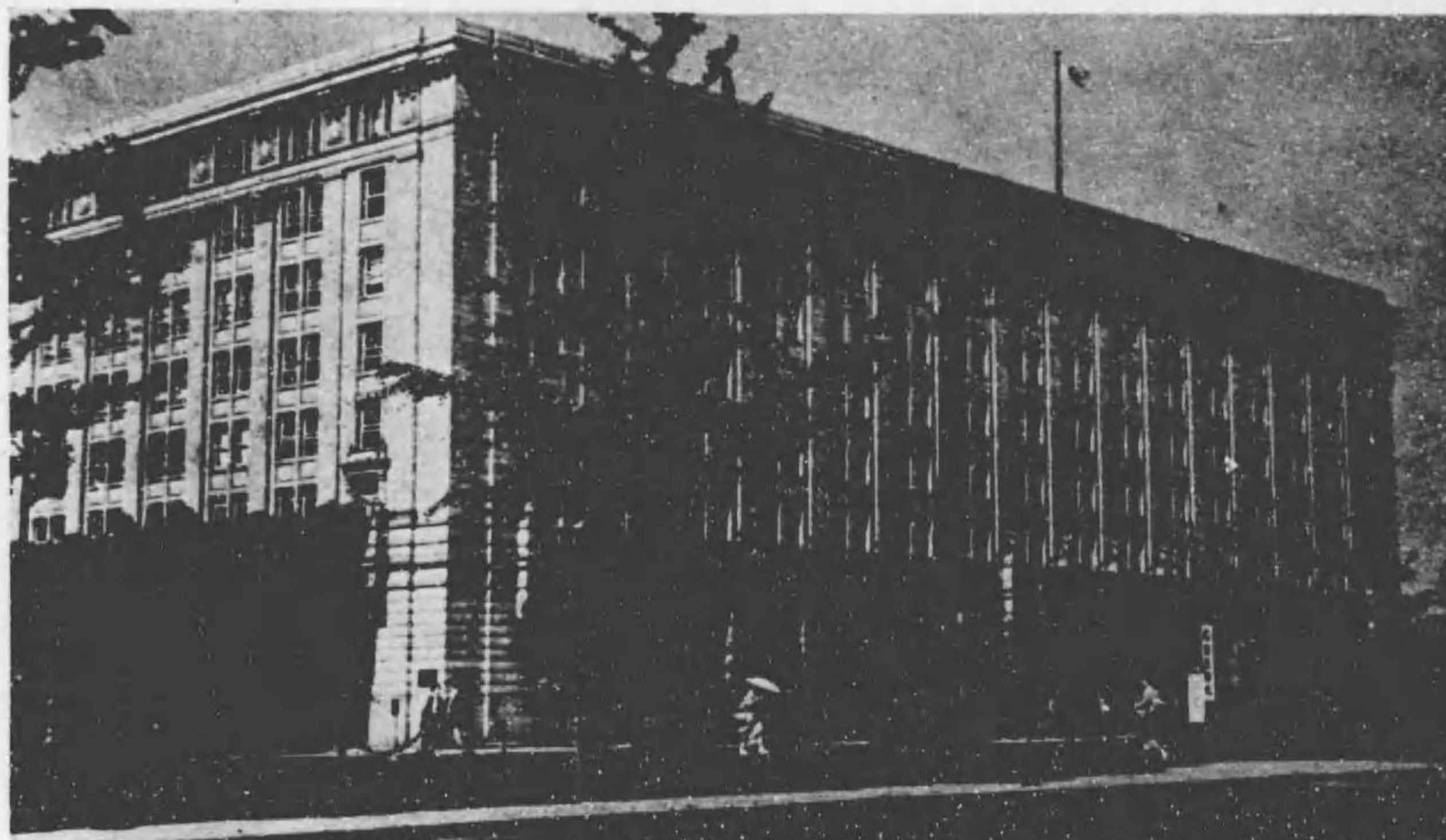
THE colorful history of the N.Y.K. Line, in the wake of its development, truly portrays a panorama of the rapid progress of the merchant marine of Nippon in its struggles to attain sea power in the face of strong competition with the other countries. Today the N.Y.K. Line is universally recognized as the oldest and largest steamship company in Nippon and the fact that the two horizontal stripes of its house-flag and funnel mark symbolize all the N.Y.K. vessels is widely known in the world's shipping circles.

Until very recently, strange though it may seem, it was not a rare thing for the N.Y.K. to be mistaken for an abbreviation of New York. However, the truth is the company has sprung from a small concern to the prominence which it today occupies, just as the Lloyds sprang from a tiny cafe and the Ford Enterprise from a shaky little factory. Let us then trace back briefly the history of this organization which, at the time of its foundation in 1885, possessed only 58 ships of 64,610 tons gross with a capital of only ¥11,000,000 to become, in such a short space of time, one of the world's greatest shipping concerns.

Founded in the early part of the Meizi Era its phenomenal growth covers three outstanding periods in the history of Nippon, namely the Meizi, Taisyo, and Syôwa Eras. As the pioneer in establishing far-sea-going services connecting Nippon with other distant countries, and its contribution to the maritime cause of Nippon in her rapid rise as a leading power among the nations, its romantic history is unparalleled in the world's maritime history. Naturally the history of this organization represents in itself the history of the progress and development of the Island Empire since the Restoration.

On 29th. of September, 1885 (18th year of Meizi), the N.Y.K. Line was born by consolidating the assets of the Yubin Kisen Mitsubishi Kaisha and the Kiodo Unyu Kaisha. The former was founded in 1870 by Mr. Yataro Iwasaki, the pioneer of Nippon's merchant marine, just as Samuel Cunard was to the Cunard Steamship Company and Robert Dollar was to the Dollar Line. The original name of the company was Tsukumo Shokai, which was changed to Mitsu-kawa Shokai in January, 1872, and again to Mitsubishi Shokai in March, 1873, and finally to Mitsubishi Kisen Kaisha. In 1875, however, the company again changed its name to Yubin Kisen Mitsubishi Kaisha until the time of its consolidation. The latter company was born in 1882, out of an effort on the part of the government trying to suppress the exclusive monopoly enjoyed by the Mitsubishi Company which tended to prevent, rather than assist, the growth of Nippon's merchant marine. However, the result was far from what the government expected. Keen rivalry and cut-throat competition ran rampant between these two firms and therefore the government decided to intervene and eliminate these useless tactics by merging them into one strong unit, thereby strengthening the mercantile fleet as well as laying the corner-stone for a solid and firm foundation for the future shipping industry of the Empire.

Thus on 29th. of September, 1885, a new corporation was born consolidating the assets of the Yubin Kisen Mitsubishi Kaisha and the Kiodo Unyu Kaisha



Head Office: N. Y. K. Line
Yusen Building, Marunouchi, Tokyo

under the name of the Nippon Yusen Kaisya (The Japan Mail Steamship Co.). The celebrated house-flag of two red horizontal stripes of the N.Y.K. symbolizes the mutual good-will of the above two companies by the merger and the fact that its ends are not encircled but extended from end to end implies the idea of "across the earth"—its ships plying the seven seas and crossing the globe from one end to the other. As the business was officially commenced on 1st October, this date is observed by all the staff annually as the Foundation Day. As Mr. Yataro Iwasaki passed away on 7th February of the same year without witnessing the opening, Baron Masazumi Morioka, ex-president of the Kiodo Unyu Kaisha, was elected the first president of the company.

The organization then possessed only 11 coastal routes and 3 near-seas routes, namely the Yokohama-Shanghai Line, the Nagasaki-Vladivostok Line, and the Nagasaki-Zinsen Line. However the government, in looking for the tremendous possibility of expansion established, in 1886, 3 new near-seas routes, i.e. the Nagasaki-Tientsin Line, the Shanghai-Vladivostok Line, and the Kobe-Manila Line. This brought the near-seas routes to six in all. Furthermore, the company concluded an agreement with the Pacific Mail Company of the United States and O. & O. Steamship Company of England to connect freight hauling between Kobe, Nagasaki, Shanghai, San Francisco and New York, as well as Eastern ports including Canada.

In 1887 the company planned to buy out the Mexico-Canton route interest from the Mexican Pacific Steamship Company, but this deal did not materialize, and again in 1888 negotiations were started to take over the San Francisco-Hongkong Route from the O. & O. Steamship Company, but due to disinterestedness on the part of the government, this deal also fell through. However, this lucrative route was not to be denied the company, for as late as 38 years after the conception of the idea the purpose was achieved by the merger of the Toyo Kisen Kaisya with the N.Y.K. in 1926.

Here we must not overlook one of the most colorful episodes in the history of this company and that is the transportation of the government contracted Japanese emigrants to Hawaii. King Kalakawa of Hawaii invited Japanese subjects to emigrate to Hawaii by concluding a treaty between Hawaii and Nippon when he paid a visit in March, 1881, and in December, 1885, the first emigration ship Yamasiro Maru set sail to the Mid-Pacific Kingdom with 988 emigrants on board, followed by 5 N.Y.K. vessels, and by 1894, 6 vessels in 24 trips carried 27,031 emigrants. By 1935 the total population of the emigrants, together with their offspring, increased to some 140,800 and it was befitting therefore that the Island Nipponese, in the same year, celebrated the fiftieth anniversary of their landing with auspicious pomp and merry-making.

In November, 1893, i.e. eight years after its establishment, the N.Y.K. opened its Japan-Bombay Service, the first regular Japanese steamship service to an overseas country. Its opening is associated with an international drama. Mr. R. D. Tata, the "cotton king" of Bombay, with his cousin, J. G. N. Tata, came to Japan in 1891 and 1893 and pleaded earnestly with Mr. M. Morioka, president of the N.Y.K., Baron E. Shibusawa, and Mr. A. Asano, of the urgent necessity of opening this route on the grounds that due to the monopoly of the India-China-Nippon route by the P. & O. S. N. Company, the Austrian Lloyd, and the N. G. Italiana, not only cotton firms in Bombay, but Japanese spinners also were seriously handi-

capped, and that such deplorable conditions should be crushed by the introduction of a new steamship service with the full co-operation of Japanese and Indians.

Sponsored by the Japanese spinners who were suffering from the unreasonably high tariff rates of those steamship lines and convinced by the arguments of the Tata Company, the N.Y.K. Line decided to inaugurate this new service, and the Hiroshima Maru, the first ship, sailed from Kobe on 7th November, 1893. Ever since that time the N.Y.K. has maintained this route uninterruptedly, being encouraged by the growing demand of the spinning industry of Nippon which has steadily and eventually outgrown the British spinners.

A year after the opening of the Bombay Line, the Sino-Japanese War of 1894-5 broke out. The N.Y.K. Line ships played a major role in transport of troops and war necessities. It is easy to estimate the immensity of the services that the company rendered to the Government when it is remembered that in June, 1895, out of a total of 140 with 227,000 gross tonnage of merchant vessels participating in the war, the N.Y.K.'s contribution was 50 vessels of 134,200 tons, or approximately 60%. Many of these boats and officers distinguished themselves by valuable work which contributed much to Nippon's victory in the Sino-Japanese War.

Shortly before and after the end of this conflict two remarkable events took place. First, the N.Y.K. in January, 1895, obtained from the Korean Government the right of navigation along the whole Korean coast; and secondly, on 1st September, 1896, the N.Y.K. opened the Keelung-Kobe Service with weekly sailings.

Stimulated by the success of the war as well as by the national demand for the expansion of its over-seas route, the company, in June, 1896, increased its capital to ¥22,000,000 for the purpose of opening three main overseas services—the European, American, and Australian. Eighteen new ships were built, at home and abroad, 12 for the European service, 3 for the American line, and 3 for Australian line. This was one of the outstanding achievements in the history of the company due to the fact that the N.Y.K. Line was the first shipping company in Nippon to inaugurate these three important regular services.

Overshadowing all previous achievements and surpassing all in importance was the history-making inauguration of the Japan-Europe Service, the most coveted and highly prized blue-ribbon route. When it was announced that the first steamer would sail for Europe from Yokohama harbor on 15th March, 1896, not only Yokohama and Tokyo citizens, but the whole nation rejoiced at the news and celebrated this momentous occasion with gala festivities. The honour of the initial trip fell upon the Tosa Maru, appropriately named after the native place of the pioneer, late Mr. Yataro Iwasaki. She set sail from Yokohama for London and Antwerp under the command of John Bathgate McMillan. The bridge between Nippon and Europe was thus built and prior to the Second World War the Japan-Europe Service of the N.Y.K. Line was one of the richest in point of revenue, and one of the most colorful in point of variety of scenery in the entire world's routes.

The Orient-Seattle Service, then known as the American Line, was formally opened on 1st August, 1896, with the sailing of the Miike Maru, under the command of Christopher Young. The Australia Service was officially inaugurated on 3rd of October, 1896, with the sailing of the Yamasiro Maru under the command of James Jones. This marked the first stages of the N.Y.K. development

which naturally symbolizes the remarkable progress made by Japanese shipping, a progress which she is still continuing.

Upon the turn of the century, the N.Y.K. was again called by the government in connection with the subduing of the Boxer Rebellion at Tientsin in 1900. The company furnished 27 vessels of 75,674 gross tons between June, 1900 and August, 1901.

Consonant with the N.Y.K.'s opening of the ocean routes the company devoted much attention to the expansion of its routes in the near-seas, i.e. the Shanghai-Tientsin Service, Kobe-North China Service, Kobe-Korea-North China Service, Nagasaki-Hongkong Service, and the Shanghai-Hankow Service.

In June, 1903, the N.Y.K. bought out the MacBeane Company and its Yangtze Line, including the MacBeane Route from Shanghai to Hankow, via Chingkiang, Wuhu, and Kiukiang with all vessels, land, buildings, and other land and water facilities owned by the company.

At the end of 1903 the N.Y.K. maintained 24 over-seas, near-seas, and coasting services, with 70 vessels totalling 230,635 gross tons, thereby gaining recognition as the fifth largest shipping concern in the world in point of capital, and the seventh largest in point of total ships in possession, the order being the Hamburg-American, H.D.L., M.M., B.I., P.O., Union Castle, and the N.Y.K.

During the Russo-Japanese War of 1904-5 the N.Y.K.'s ships again played an all-important rôle in the transport of troops and war supplies, and supplying hospital ships just as she did in the Sino-Japanese War. Something of the services which the N.Y.K. rendered to the nation during the Russo-Japanese War may be judged from the fact that months after the outbreak of the war, the N.Y.K. had but nine ships of an aggregate of 13,594 tons with which to operate its services, the remaining 67 vessels had been transferred to the service of the state and had contributed their share in deciding the outcome of the war. The immortal and historic rôle played by the Shinano Maru, the first boat to signal Admiral Togo of the approach of the Russian Baltic Fleet, thus enabling the Japanese fleet to completely annihilate the formidable foe, is still fresh in our memory.

The progress of the N.Y.K. after the war was marked by its huge shipbuilding program. New services were inaugurated in rapid succession and new ships were constructed to meet the strong demand for bottoms. The Bangkok Line was opened in May, 1906, and the Calcutta Line on 16th September, 1911. Six new ships of 8,500 tons gross were built, replacing the old bottoms of the 6,000-ton class. Further, to strengthen the European Service, five new 10,000 ton passenger and freight vessels were built, four of which are still in the same service. These ships were the Katori Maru, the Kasima Maru, the Suwa Maru, the Yasaka Maru, and the Husimi Maru. For the American Line two ships were constructed, the Yokohama Maru and the Sizuoka Maru, in addition to many freighters of the 7,000 ton class, commonly called the "T" class due to the fact that their names all began with the letter "T". This spurge of shipbuilding brought the total number of vessels in 1915 to 86, representing over 380,000 gross tons, which meant an increase of more than 130,000 tons over that of the previous decade. As a natural consequence the capital of the company was doubled from ¥22,000,000 to ¥44,000,000.

During the last World War, 1914-18, Nippon as a member of the Allies, shared

her burden of the responsibilities and the N.Y.K. ships again upheld the honor and tradition of the Island Empire in fully executing the maritime duties for the Allies' cause, and during the War the company inaugurated 13 new services to meet their demands. They were the Round-the-World Service, Eastbound New York Service via the Panama Canal, New Zealand Service, South American-East Coast Service, Liverpool Service, Port Said Service, Japan-Java-Calcutt Service, Mediterranean Sea Service, Calcutta-New York Service, Calcutta-South America Service, Hamburg Service, Westbound New York Service, Osaka Tsingtao Service, South Sea Islands Service, and the Osaka-Hankow Service.

Following the Great War shipping became depressed, not only in Nippon, but throughout the entire world. There were superfluous tonnage, industrial disorganization, political and international uneasiness along with their evil ramifications. All these caused the world's shipping to slump into a prolonged poor conditions for several years after the war. The N.Y.K. earnings naturally declined and accordingly readjustment of its organization, economizing and providing for future emergencies became necessary and in December, 1922, the N.Y.K. placed its "Near-Seas Division" under an independent management naming it the "Kinkai Yusen Kaisya" (Near-Seas Mail Steamship Company) with a capital of ¥10,000,000, the N.Y.K. contributing 22 vessels of 54,522 gross tons, land and buildings, steam launches, barges, buoys, etc. The new company, commonly called the K.Y.K. Line, began business on 1st April, 1923.

As one of the largest shipping concerns in the world, the N.Y.K. was in dire need of a new building of its own to house its ever-increasing staff. The plan became a reality upon the completion of the building on 26th May, 1923. The so-called Yusen Building, a seven-storied concrete structure, is located in the center of the Marunouchi District directly opposite Tokyo Station, and still remains as one of the most beautiful and modern structures in Tokyo. To celebrate its completion the company held a "Marine Exhibition" from 20th June to 1st July. Many notable guests of honor were invited and tens of thousands thronged the corridors every day for the duration of the exhibition, which served in a high degree to arouse a national interest in shipping.

On 1st September, 1923, only 3 months after the completion of the Yusen Building, the Kanto District, especially Tokyo and Yokohama, suffered a serious catastrophe by the greatest earthquake ever experienced in Nippon's history. The damage done to buildings and the loss of life were appalling and land transportation facilities in the afflicted area were ruined. Here again the N.Y.K. ships heroically met the situation and played a prominent role in rescuing the victims and carrying food supplies, as well as refugees from Tokyo and Yokohama, to the Kansai District. The Nagasaki Maru, Shanghai Maru, and several other ships were ordered to connect the Kanto District with the Kansai and these ships together carried some 27,973 refugees, including 2,287 Chinese, and 488,266 bags of rice and other food stuffs between Osaka, Kobe, and the afflicted area.

After the separation of the K.Y.K. Line the N.Y.K. devoted all its energies to its ocean services. One of the company's first move was to give up some lines specially created during the Great War. This permitted the N.Y.K. to consolidate other lines under operation in order to counter the prevailing business depression throughout the world, and which had so closely affected the N.Y.K.

Thus by September, 1925, the N.Y.K. operated only the following lines; Japan-Europe, Liverpool, Hamburg; Japan-Australia; Japan-Bombay, Calcutta; Japan-America; Eastbound New York; South American-East Coast; South Sea Islands; Japan-China Rapid Express, and Japan-Tsingtao.

In prosecuting its progressive business policy the N.Y.K. took over from the T.K.K. in May, 1926, the Orient-California via Honolulu Service, known and advertised as "The Pathway of the Sun," and the South American-West Coast Service, operated by them since December, 1898, and December, 1905, respectively. The capital of the company was increased to ¥106,250,000.

Following the merger, the N.Y.K. decided to substitute new vessels for old tonnage on the Pacific run. The company then placed orders for three handsome liners of 17,000 gross tons each to Japanese shipyards. These three liners were the Asama Maru, Tatuta Maru, and Chichibu Maru (later changed to Kamakura Maru), the trio being the largest merchant vessels ever turned out at Japanese shipyards and at the same time the largest merchant ships at present flying the Japanese flag. It is worth mentioning that these three magnificent vessels were all built in Japan, thereby proving, beyond doubt, the progress which shipbuilding in Nippon had made since the early days of the Restoration. They were placed on the Orient-California run, replacing the veteran "Yo" type ships of the T.K.K. Line, the Taiyo Maru, Tenyo Maru, and Shinyo Maru, and became very popular among Trans-Pacific passengers.

In keeping pace with the Orient-California service, the Orient-Seattle service was also re-vamped with three new vessels replacing the old bottoms. The Heian Maru, Hikawa Maru, and Hie Maru, all of 11,600 tons gross, were commissioned to the service, taking over the duties of the old ships on the run. The South American-West Coast Service also was improved with the addition of the Heiyo Maru, another new motor-liner of 10,000 tons gross.

Besides the construction of the passenger ships above mentioned the N.Y.K. instituted a huge program of freight ship building to replace the old bottoms on all of its principal services. In 1933 the company undertook the building of six freight motor vessels on the Orient-New York Service via the Panama Canal to replace the older ones. These freighters were of 7,300 tons gross equipped with powerful Diesel engines capable of making a sea speed of 18 knots or more. The Nozima Maru, the last completed, was placed in the service in February, 1935.

As an improved sistership to the Palao Maru on the South Sea Islands Service, the Saipan Maru, a passenger and cargo liner, was built and commissioned in July, 1936. To cope with the increasing shipping demand, the N.Y.K. Line inaugurated two new freight lines, the Japan-South Seas-Australia Service and the Japan-North Europe Service, the first vessels of each service being dispatched in March and May, 1936, respectively. The Japan-Madras freight service and Eastward-Round-the-World service via the Panama Canal were also opened in March and July, 1937.

Here we must go back momentarily to 1st October, 1935, when the whole organization of the N.Y.K. Line celebrated its fiftieth anniversary. The happy occasion called for a grand celebration by the entire force, especially at the Head Office in the Yusen Building, and in the presence of a huge gathering 74 veterans

on land and sea who faithfully served the company for over 25 years were cited and presented with Golden Jubilee commemoration cups for Japanese wine. From all over the world came congratulatory messages and a lovely porcelain dish was presented to the company by Messrs. Phs. van Ommeren of Berlin, while from the land of "Down Under" came a beautiful silver cup presented by Messrs. Burns, Philp & Co. of Sydney, and another silver cup by Dalgety & Co. of Melbourne.

The year 1939 witnessed two outstanding events in the history of the N.Y.K. One was the merger of the Kinkai Yusen Kaisya with the company on 16th August and the other, the establishment of the Toa Kaiun Kabusiki Kaisha on 5th of August.

It will be recalled that in 1923, due to the depression of the world's shipping industry after the Great War, the company went through a reorganization forming the K.Y.K. Line as a separate concern. After 16 years of successful operation, however, the changed current of times compelled the N.Y.K., the parent company, to strengthen its structure by centralizing its own over-seas services and the near-seas services of the K.Y.K. So on 16th August, 1939 the N.Y.K. took the entire services and fleet of the K.Y.K. under its wing, thereby becoming one of the world's largest shipping companies, both in the number of vessels and the total tonnage under operation.

By this time shipping between Nippon and China was left to free activities of various interests apart from the N.Y.K. Line and with the idea of the centralizing of such loose free-lancing operations, the government undertook to form a new shipping company. Thus the Toa Kaiun Kaisya was established on 5th August, 1939, with a capital of ¥73,000,000. Eleven Japanese concerns, headed by the N.Y.K., contributed to the new company both in cash and kind, including 57 ships of approximately 200,000 tons gross of which the N.Y.K. contributed 17 ships of 55,209 tons gross together with services of the Japan-China Rapid Express, Kobe-Tsingtao Service, and Kobe-Tientsin Service.

Throughout its history covering nearly sixty years the N.Y.K. Line has kept even pace with the march of time, devoting all its attention and energy to the improvement of its services, both passenger and freight, in order that the public may be served with ever-increasing comfort, economy, and efficiency. Among the recent achievements in this line is the completion of seven specially designed sister cargo liners, called the "S" class, this being the initial of their names. The first of these new, unique type vessels, the M.S. Sakito Maru left Yokohama on 20th February, 1939, on her maiden voyage to European ports by way of the Panama Canal, arriving in London on 28th March.

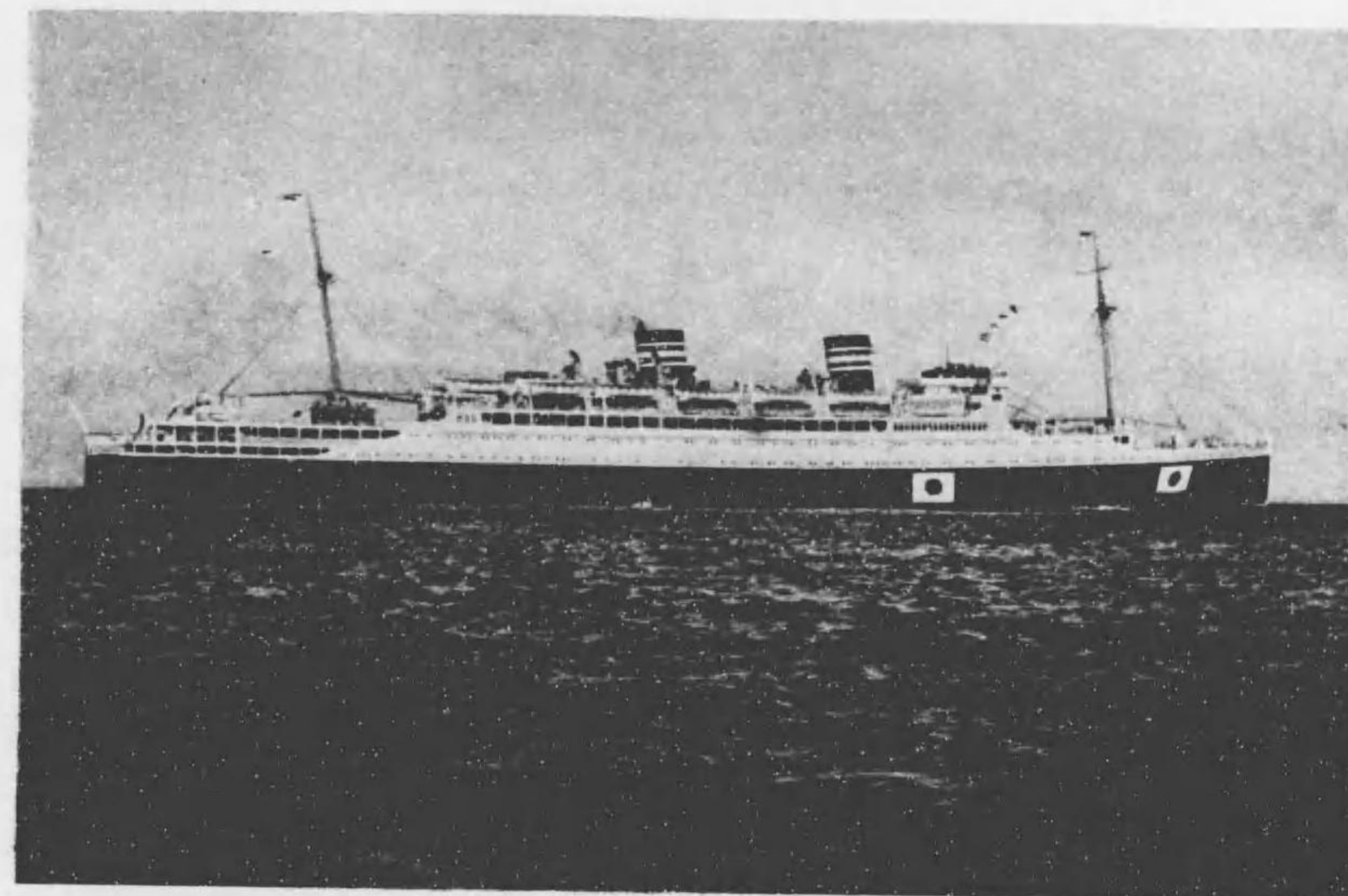
However, the crowning glory of all N.Y.K. achievements in augmenting and modernizing its fleet was the construction of the S.S. Nitta Maru and the S.S. Yawata Maru, two super-modern sister ships, in 1940 and 1941. They were temporarily diverted to the Orient-California run. Embodying the latest marine architectural design and features which are revolutionizing the shipping industry and moreover made entirely of domestic materials, even to the last rivet, these "Ships of Tomorrow" possess an enormous maximum speed and efficiency, and the air-conditioned passenger accommodation and the mechanical equipment for the handling of cargo are second to none on the trans-Pacific route. In addition to these sterling ships the company built in 1941 a crack liner for the Orient-

Seattle run. It was the M.S. Miike Maru, the namesake of the ocean greyhound which inaugurated this service forty-seven years before. This new, fast "pocket" liner featured, among many innovations, an accommodation designed as "Tourist Class" as the top class, an idea which would initiate a new era in the mode of ocean travel.

While the N.Y.K. Line was thus constantly endeavoring to improve its services and to perfect its fleet, the international situation of Japan's shipping underwent a radical change on account of America's freezing of Japanese assets and transaction on 26th July, 1941, while complete governmental control or management of all phases of the shipping business became inevitable due to the increased demands for shipping bottoms in the greater East Asia Sphere.

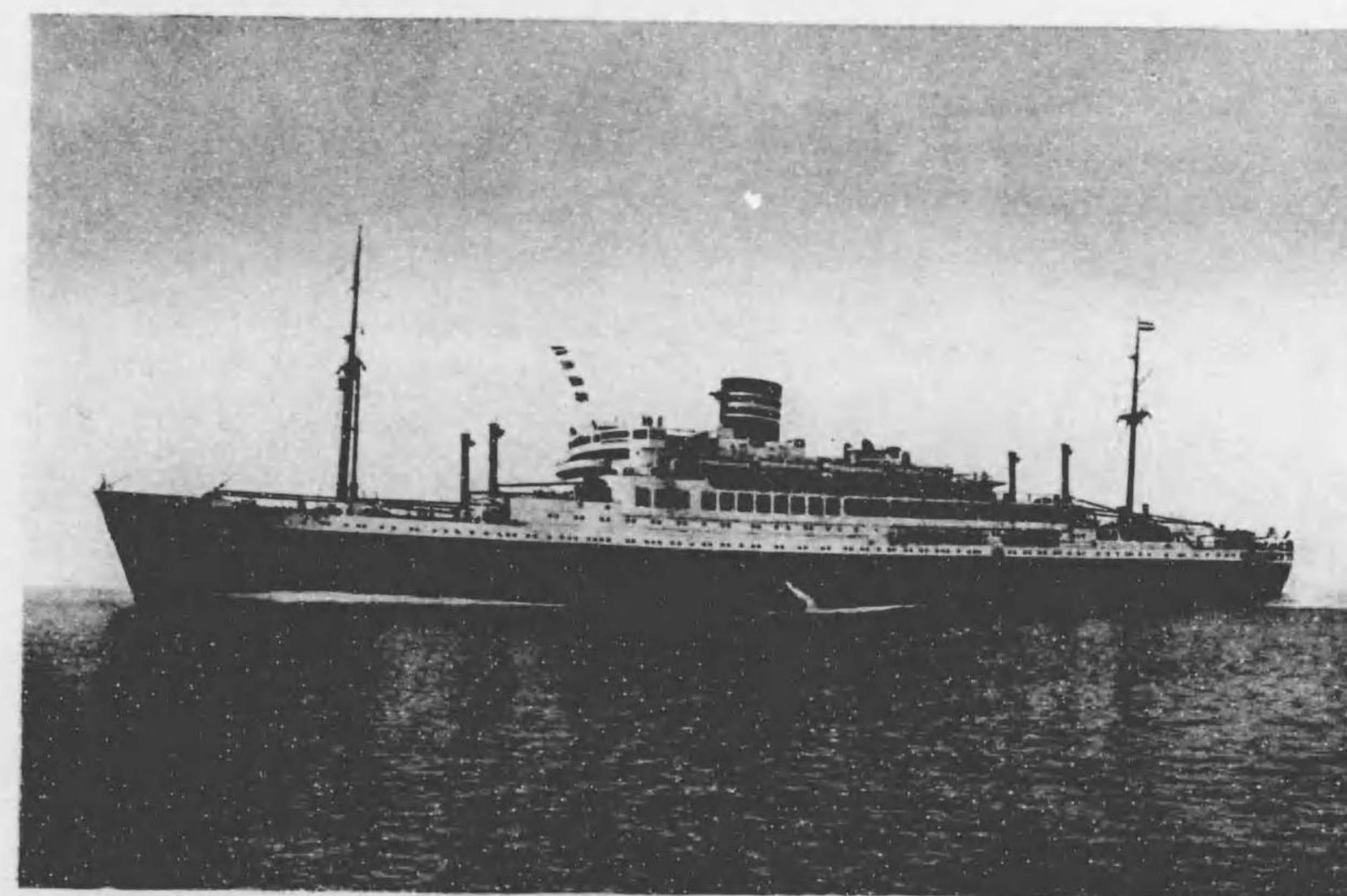
It is still fresh in the memory of the reader that on 8th December, 1941, Japan, in spite of her earnest desire to maintain peace in the Pacific area, was forced to declare war on the United States of America and the British Empire. It would be unnecessary, however, to dwell here upon the international situation which compelled Japan to open hostilities against these countries, for it is clearly set forth in the Imperial Rescript promulgated on the same day. Since then Japan's shipping has been launched upon a full-fledged wartime basis. All Japanese steamships of over 100 tons and motor-schooners of 150 tons were put under the control and management of Shipping Operation Association (Senpaku Unei Kai) which was formed as a result of the promulgation of the wartime Shipping Management Ordinance. Mr. Noboru Ohtani, president of the N.Y.K. Line, was elected president of the Association, while Mr. Hisanobu Terai, vice-president of the N.Y.K. Line, filled the vacancy left by the resignation of Mr. Ohtani. The Shipping Operation Association started business on 1st April, 1942, and the N.Y.K. Line, like other members of the Association, was entrusted with the actual business, for all shipping bottoms are allocated in accordance with the program of the Association in consultation with the Communications Ministry.

Looking back over the history of the N.Y.K. Line, it is quite significant that within the comparatively short period of 57 years, from a mere capital of only ¥11,000,000, it has grown to be one of the largest shipping concerns in the world, both in point of capital and total tonnage. Nor is this all. The N.Y.K. Line has now under its control as subsidiary companies the three steamship companies; the Sanko Kisen Kaisya, Syohoku Kisen Kaisya, and Okada Syosen Kaisya. This marvellous growth was attained not through sheer fortune of time. Behind such a romantic history must necessarily be hidden untold sacrifices made by both land and sea personnel, and great credit should be given to the Board of Managing Directors for the splendid way in which they have guided the destiny of the company through its trials and tribulations, finally to attain the enviable position now held by the N.Y.K. Line in the world's shipping industry.



FOR PLEASANT AND CAREFREE VOYAGE

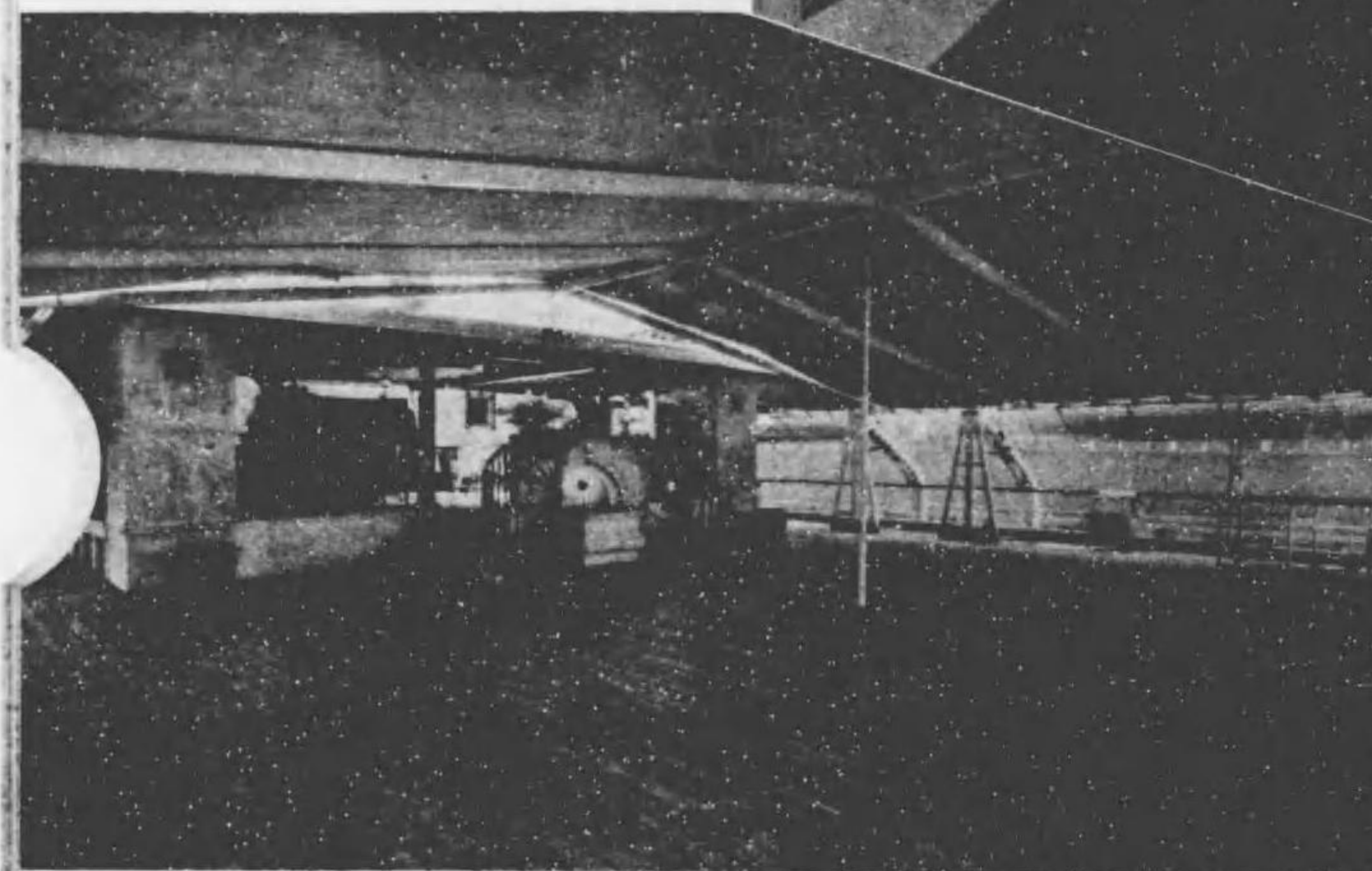
Ultra-modern equipments on all N.Y.K. vessels afford comfort, pleasure, rest — in fact all that a passenger can ask for during an ocean voyage. Up-to-date facilities in freighters likewise ensure safety and reliability in cargo transportation, no matter where or how far the destination may be.



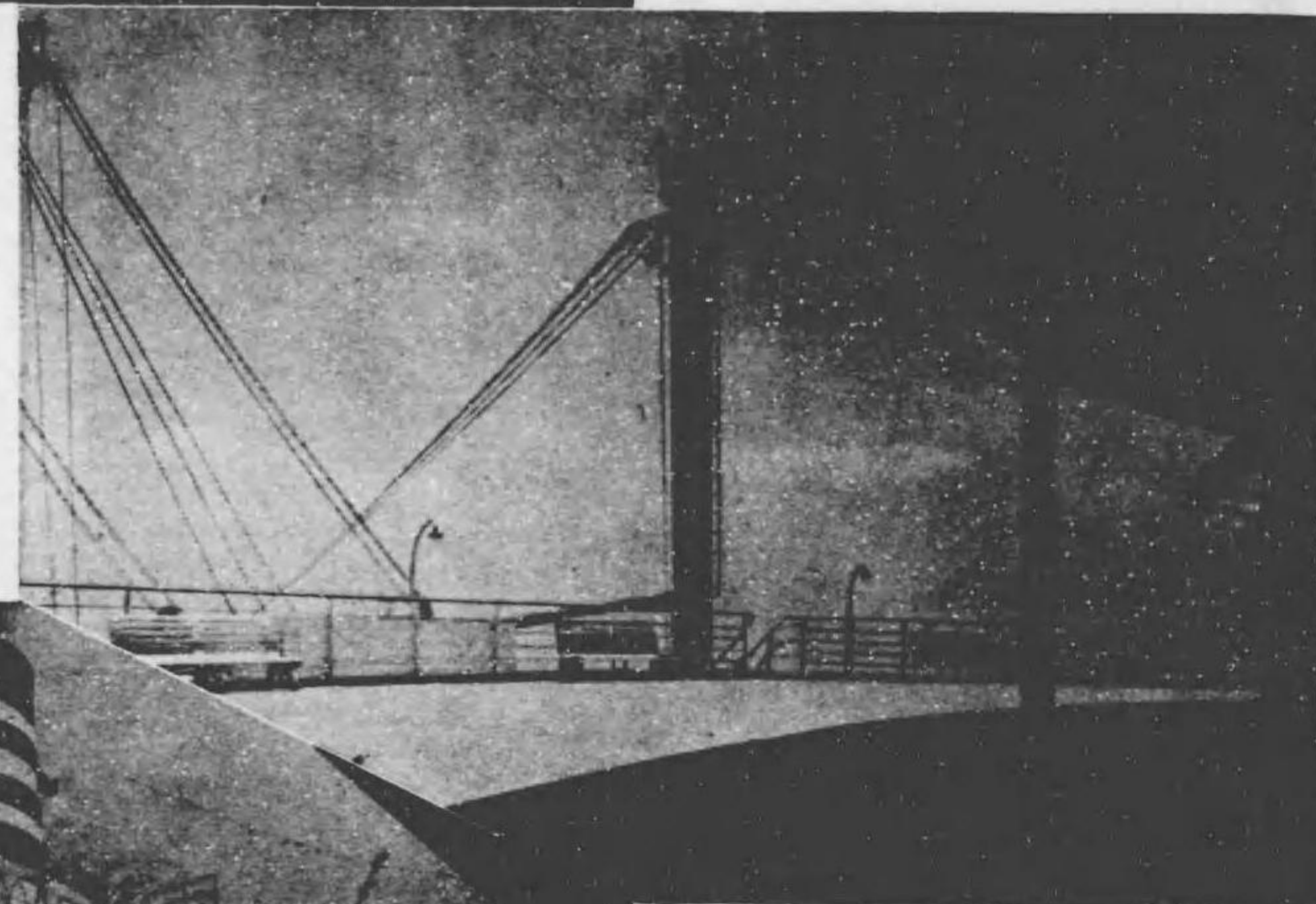
Promenade deck for first-class passengers.



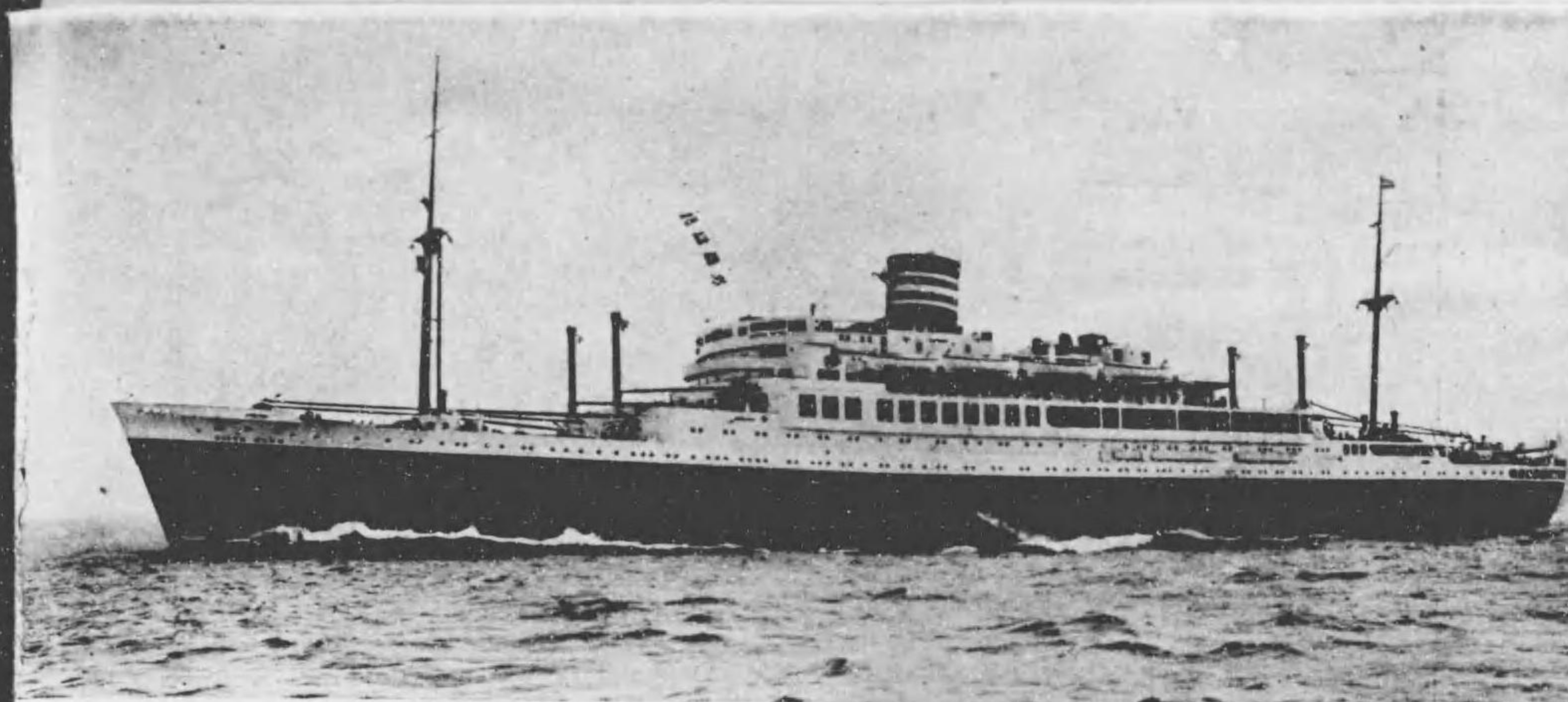
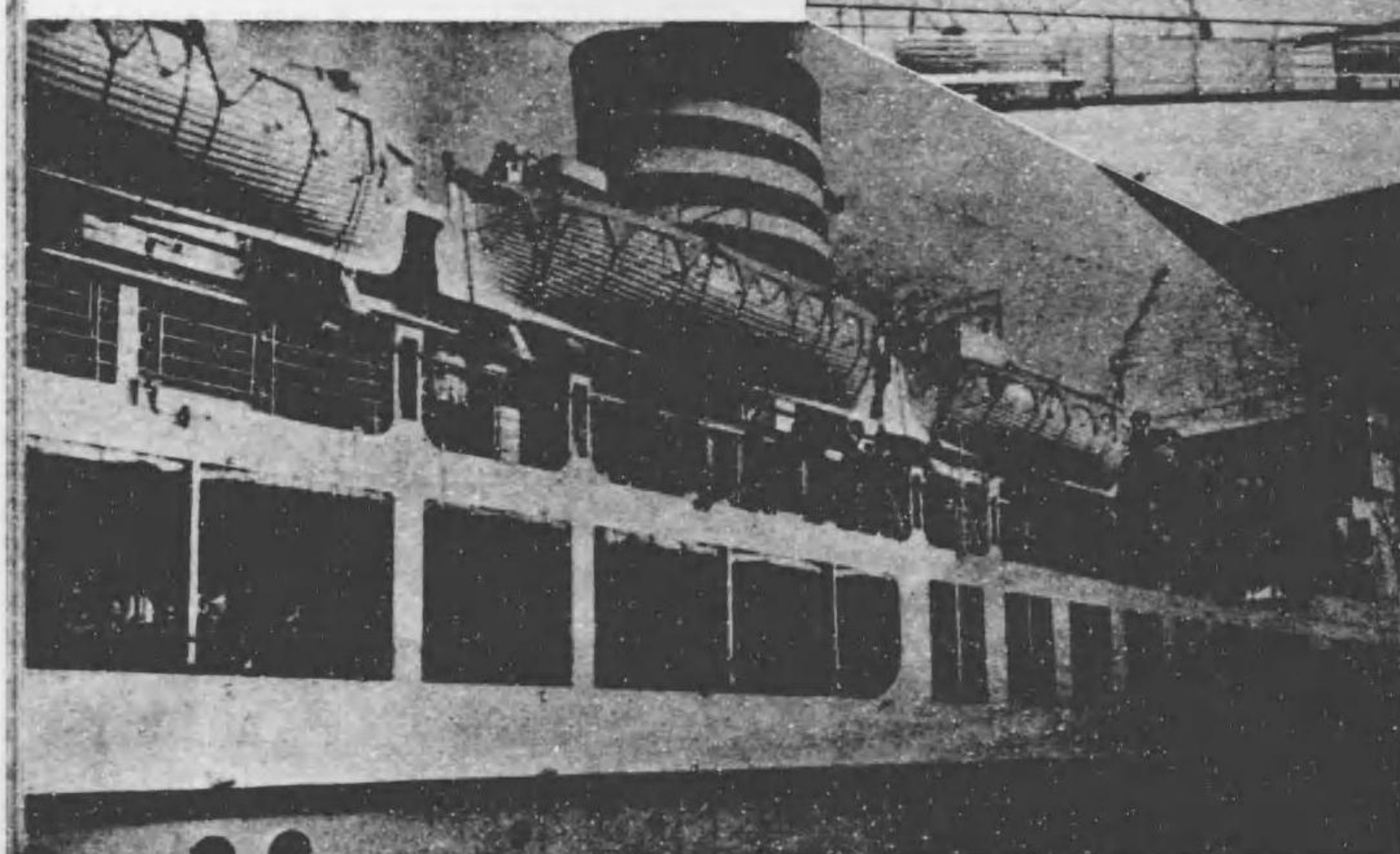
Beautiful verandah, the scene of many a social gatherings.



Spacious deck where shuttle-board, badminton, etc. are played.

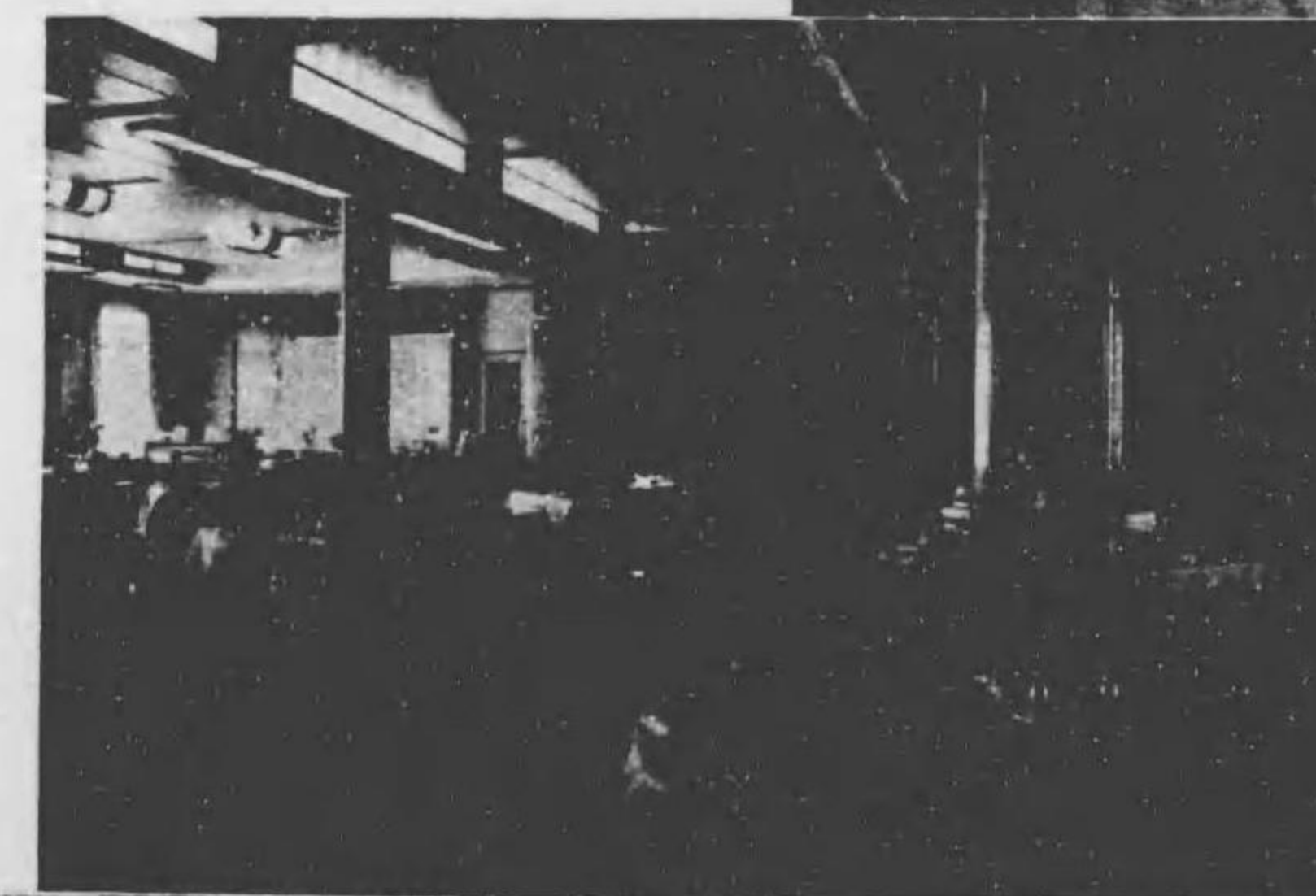


"Von Voyage!"



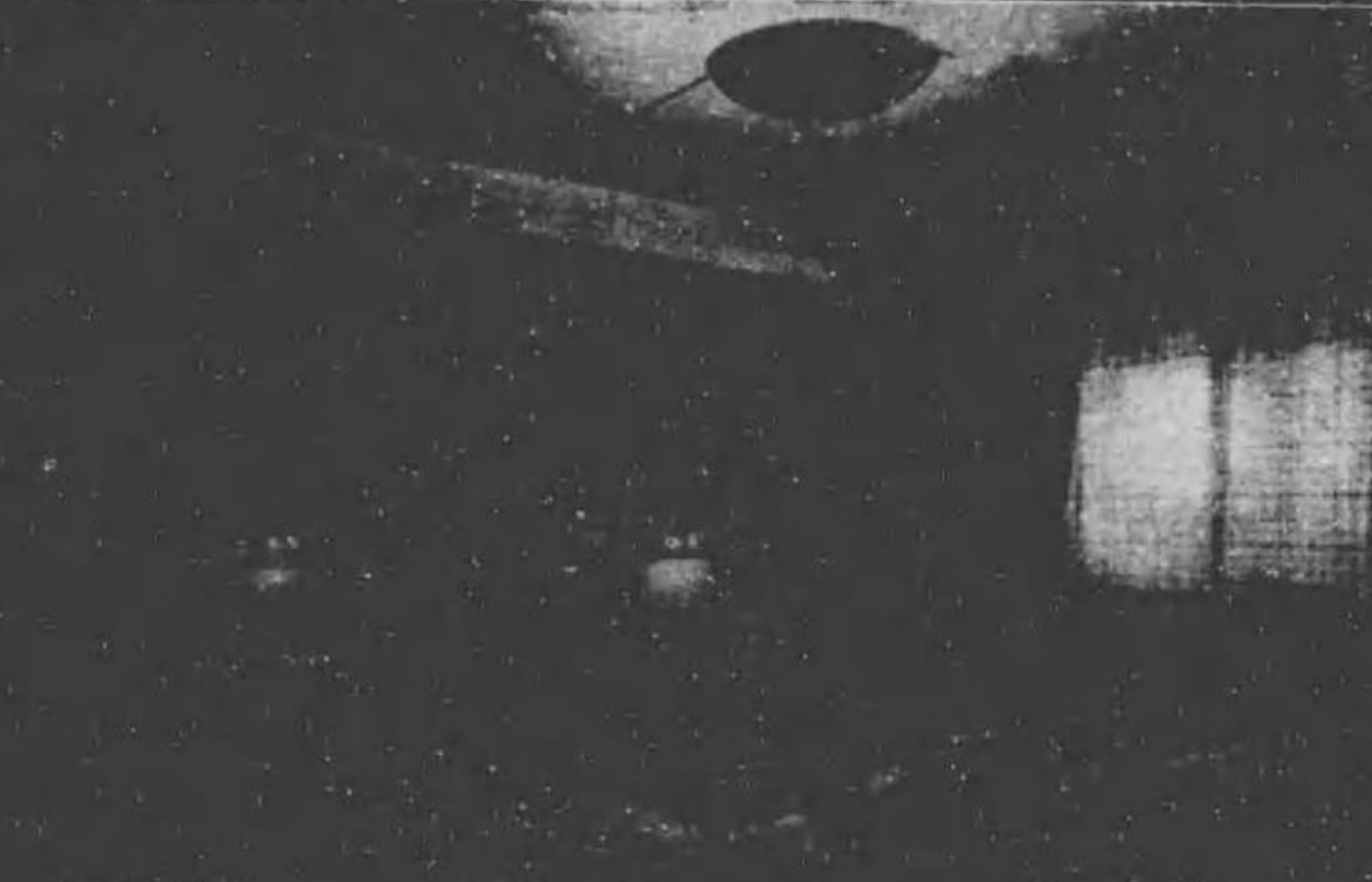
One of the many luxury liners of N.Y.K. which well merits the term, "A Floating Hotel."

Entrance to the first-class cabins, kept spotlessly clean at all times.



Spacious dining saloon for the first-class passengers.

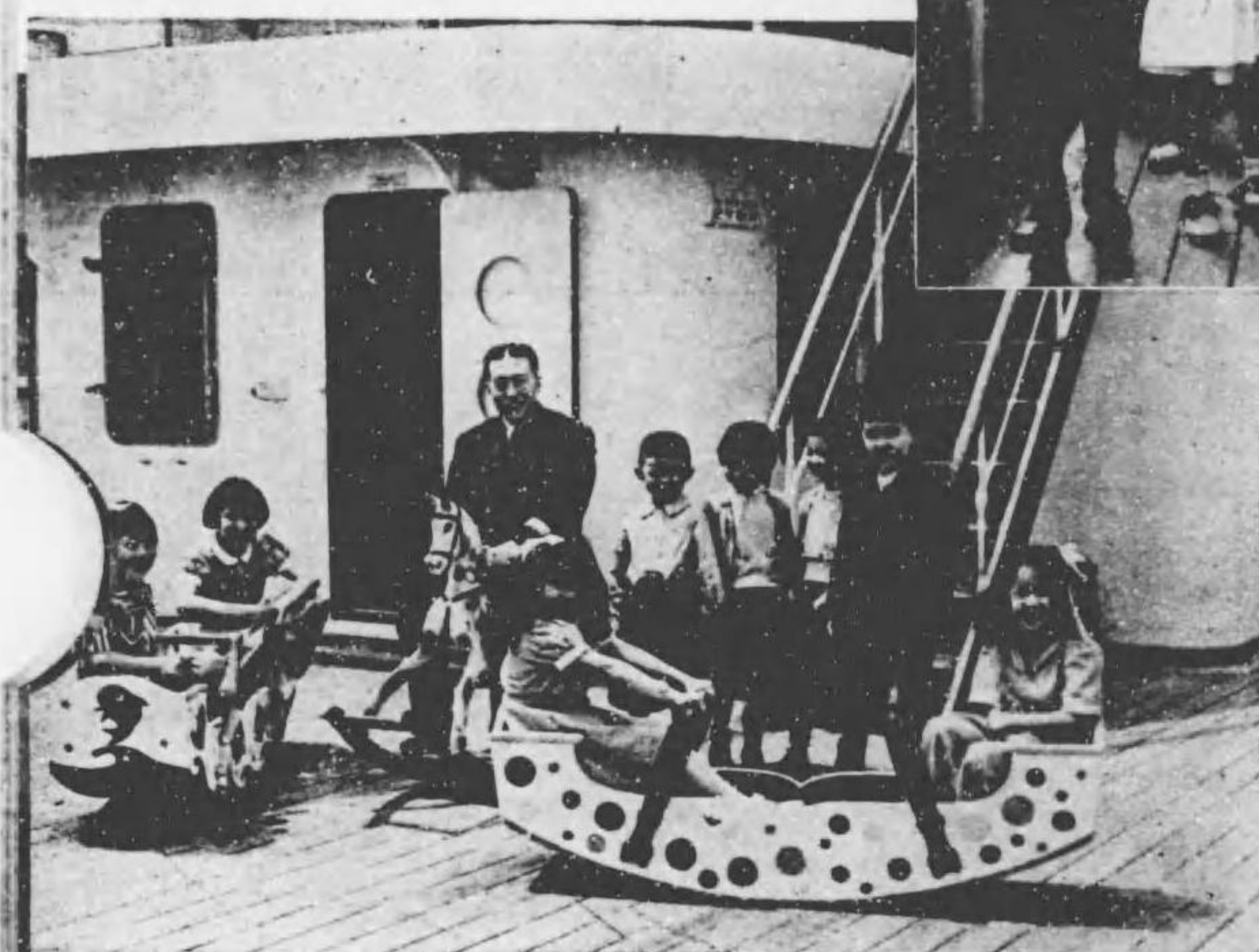
Twin-bed in the sleeping quarters of Suite-de-Luxe.



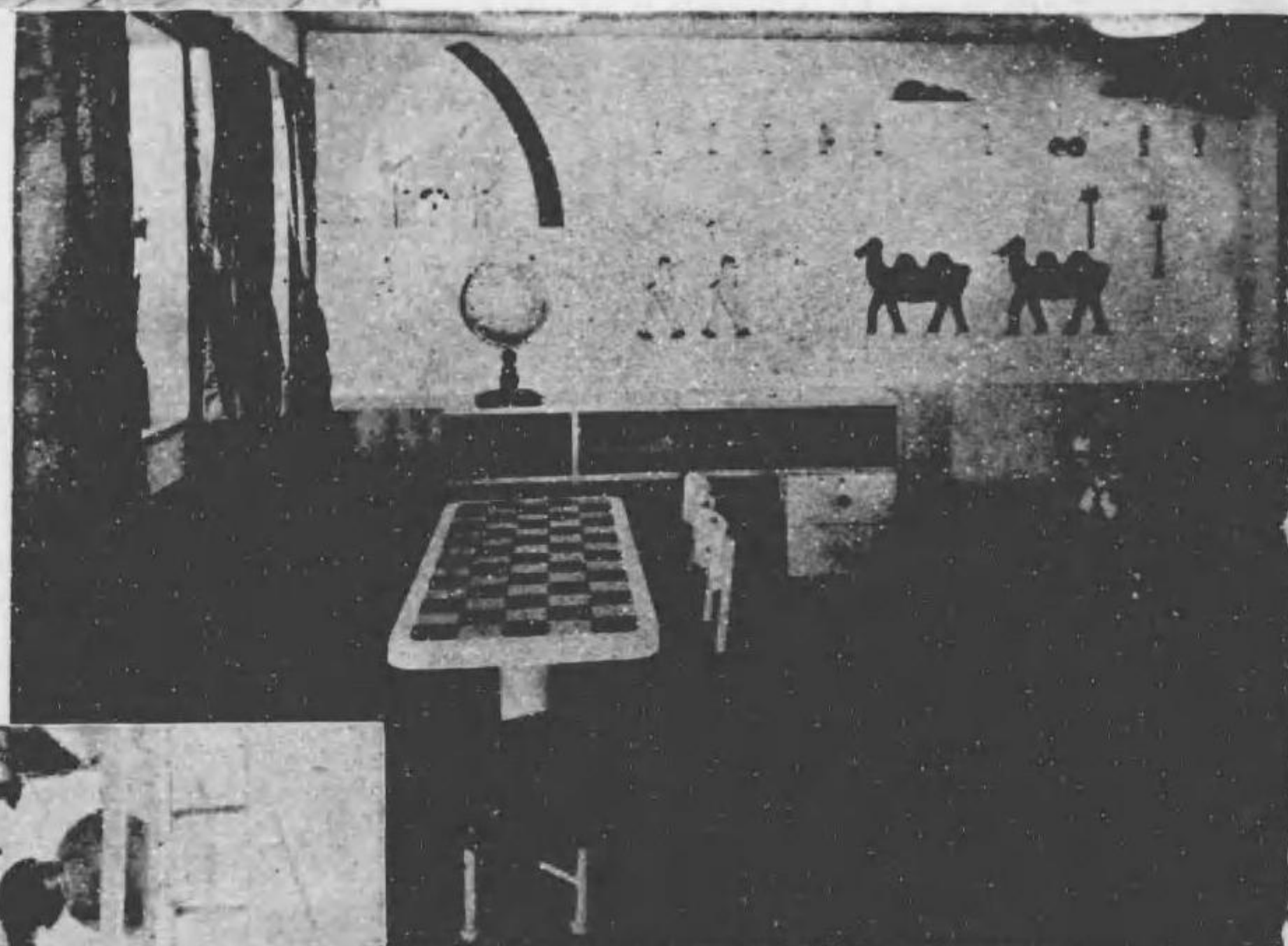
Wide promenade deck offers
a paradise to little mites
travelling on board N.Y.K.
luxury liners.



Captain's tea party for the little tots.



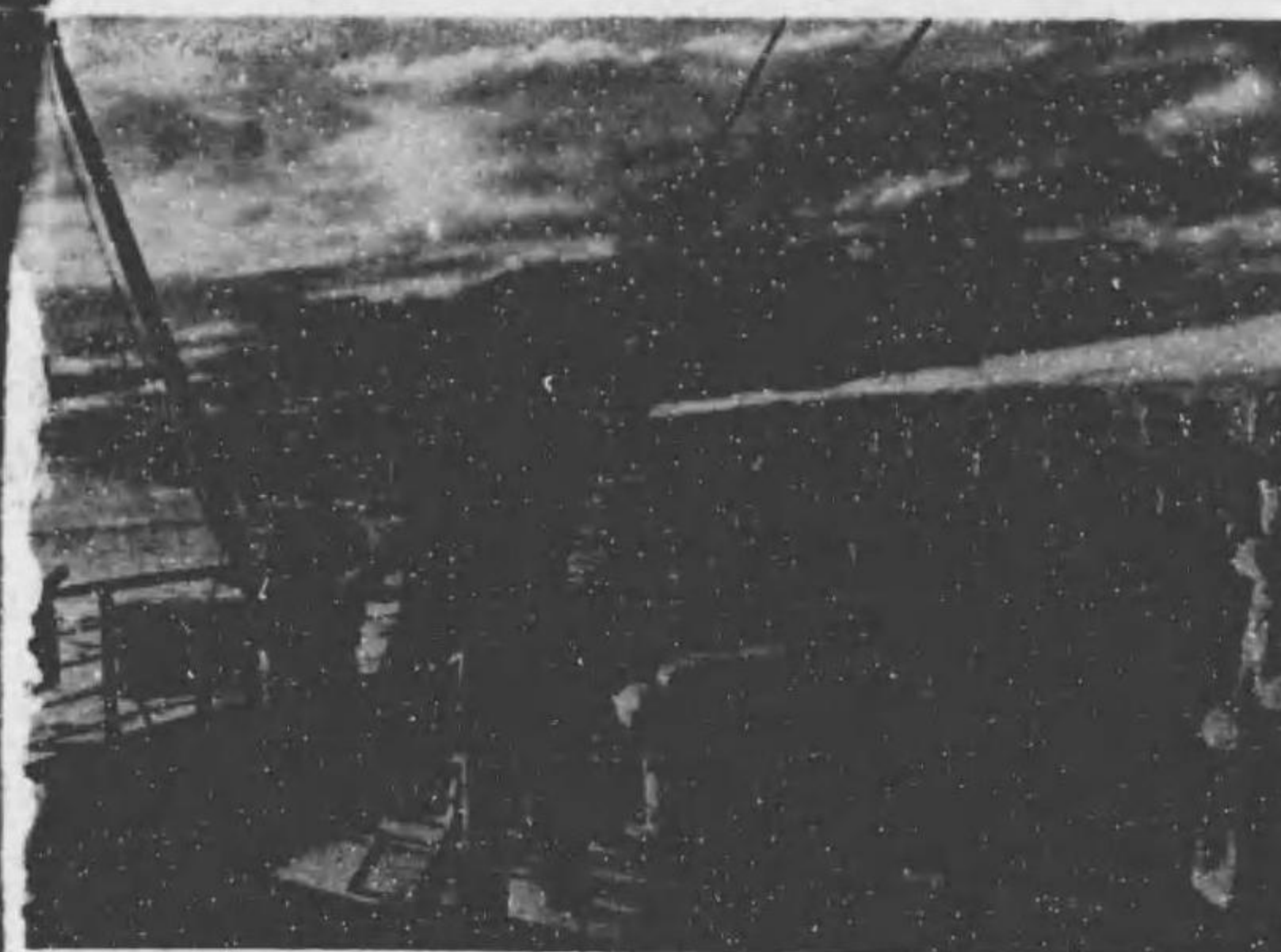
The purser cheerfully becomes "one
of them" for the day.



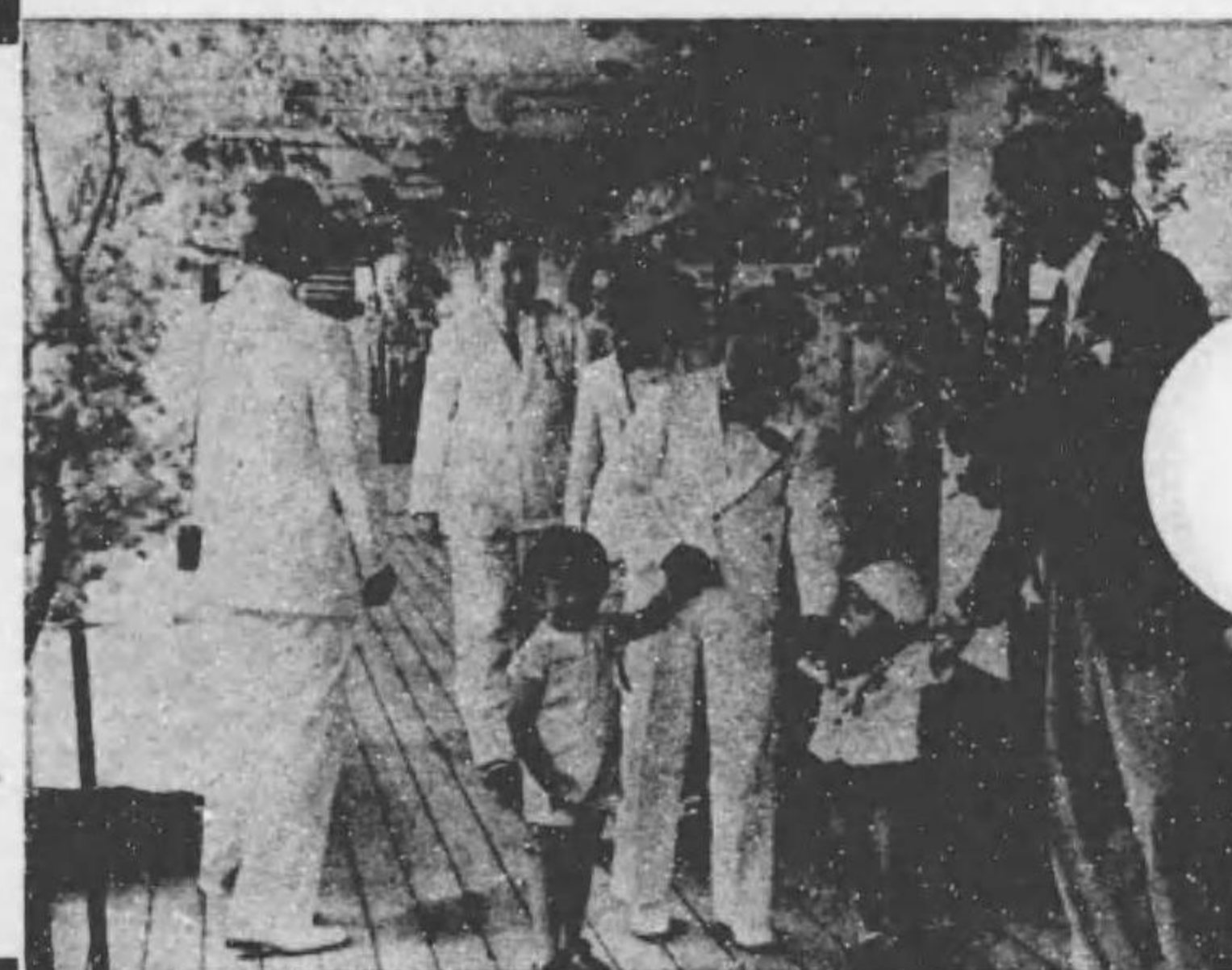
Children's wonderland where various
games are available.



"Look this way and smile, please!"



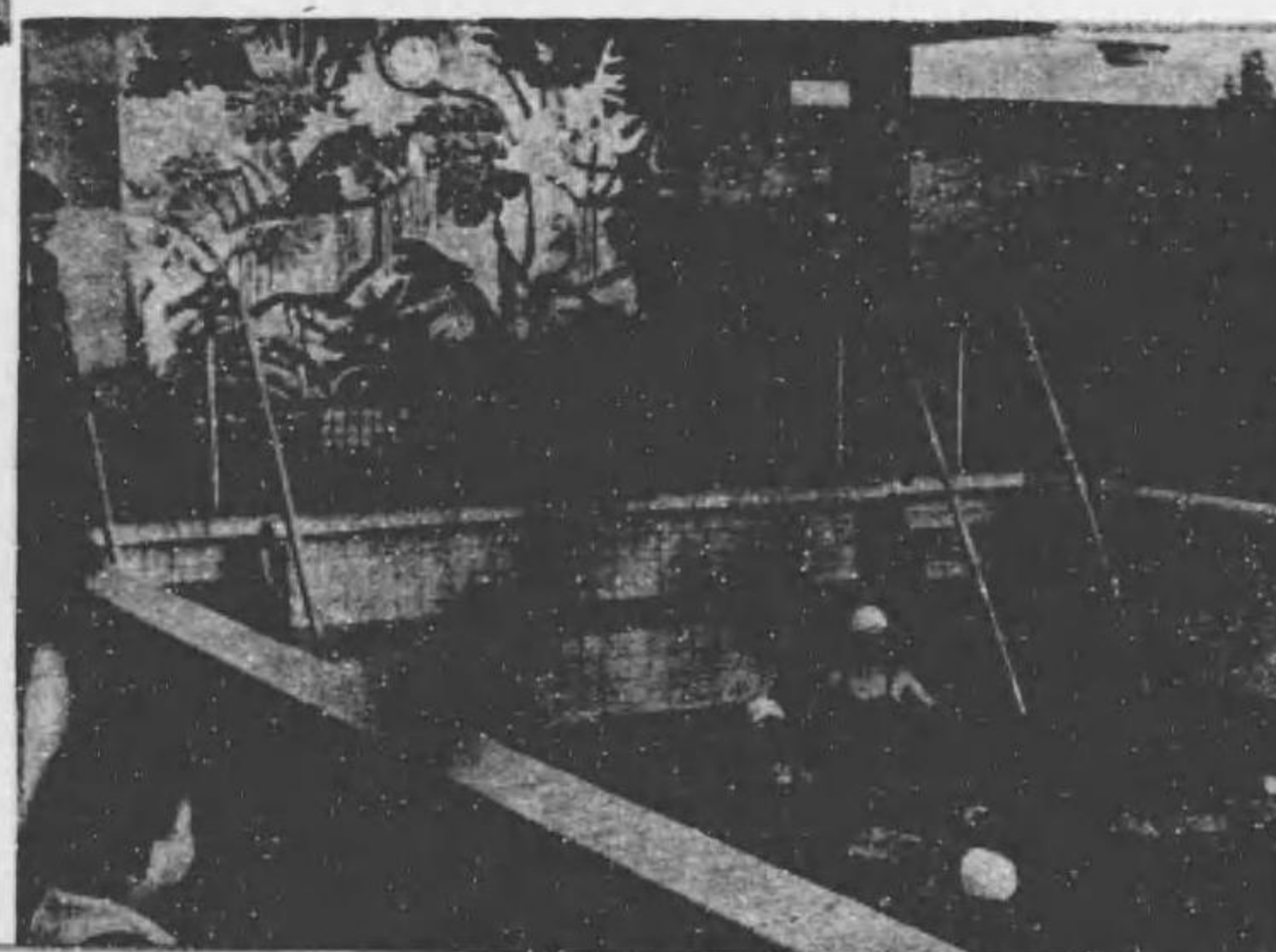
A popular game of clay-pigeon shooting.



"Welcome to Captain's garden party!"

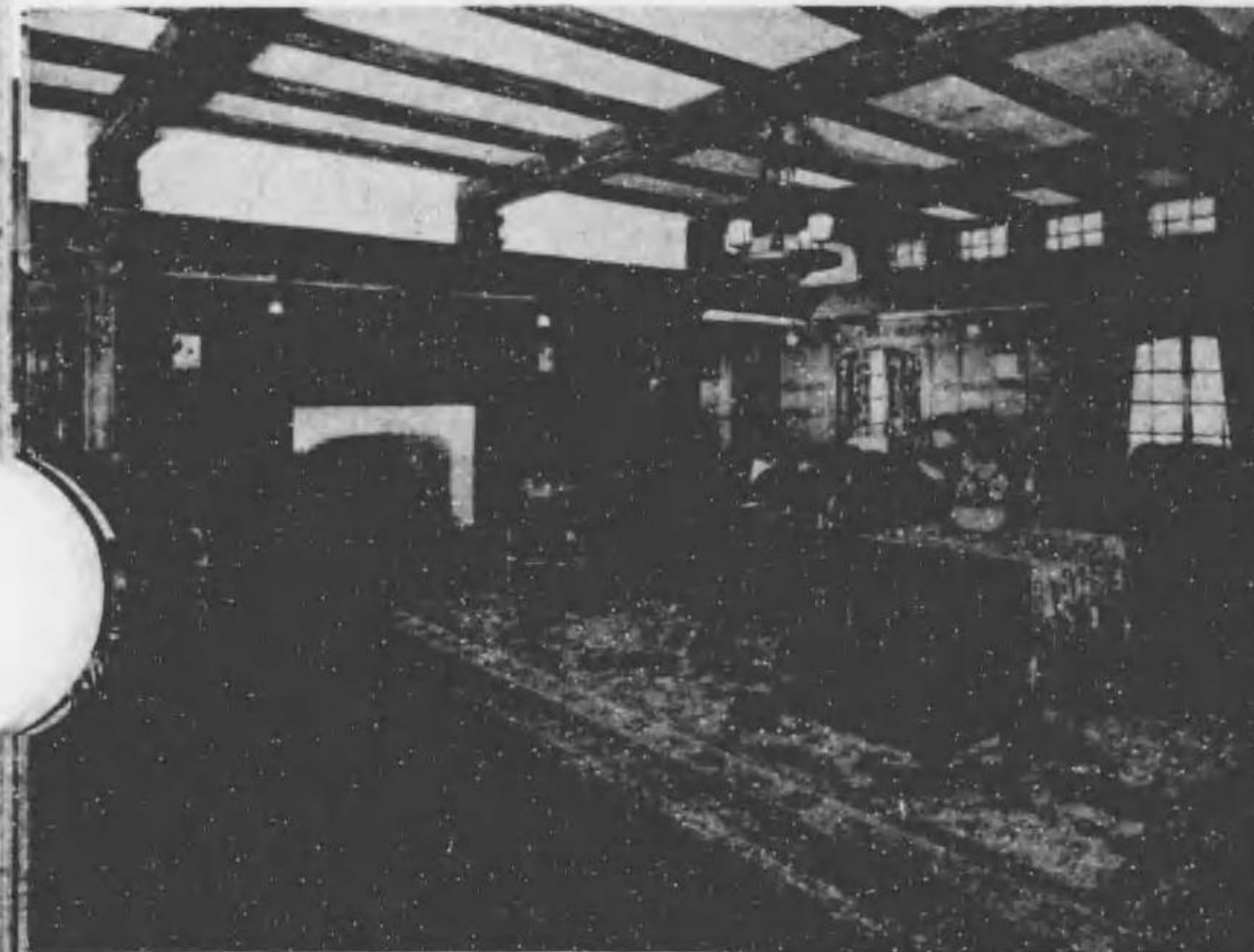


Mr. Ishii, former Ambassador to Brazil,
taking part in "Rakuyaki," or pottery-
making.

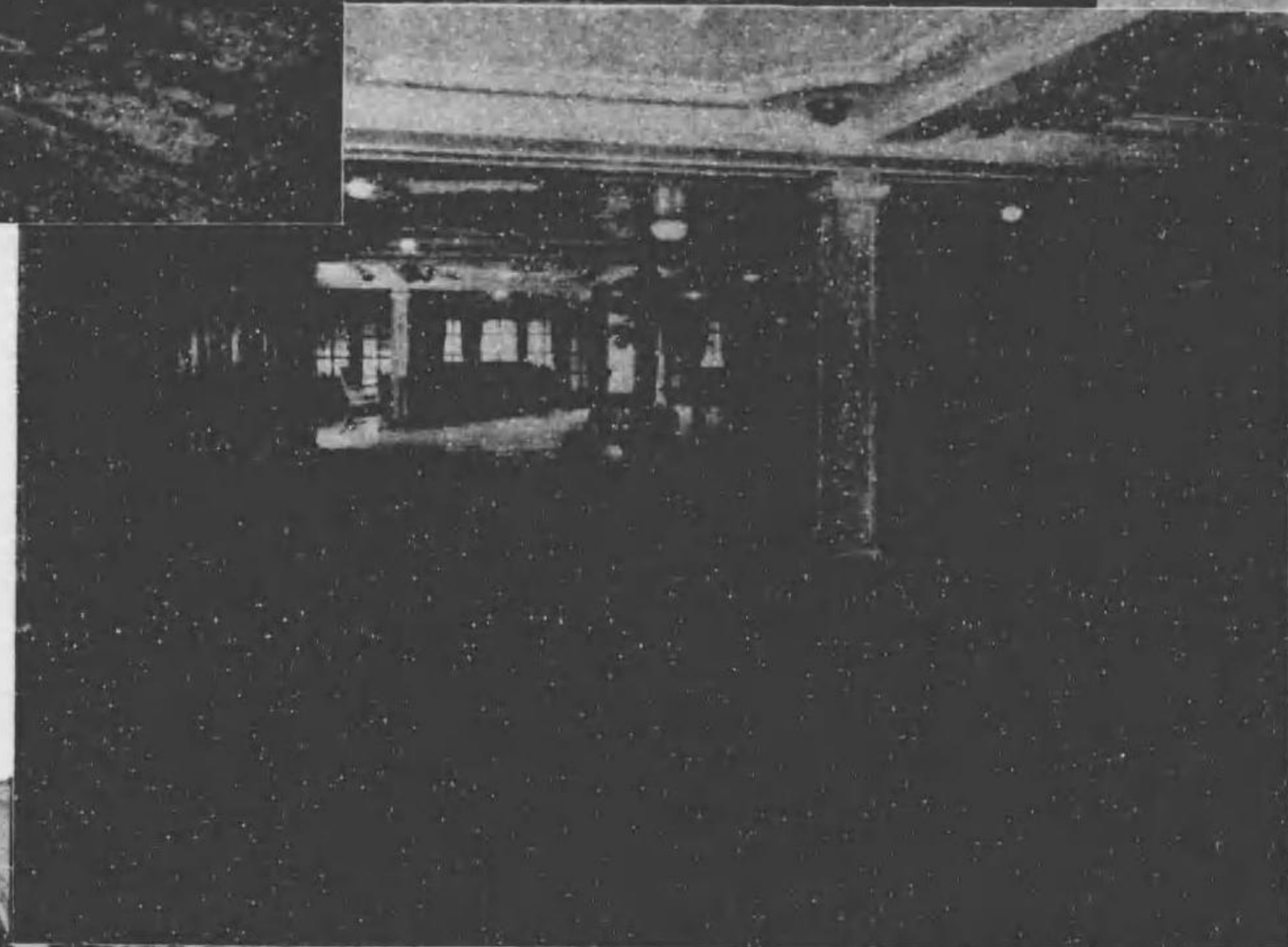


Passengers enjoying a dip in the open-
air tank.

"Travel in comfort and enlightening atmosphere aboard any of the N.Y.K. de luxe liners."



A comfortable first-class Smoking Room.



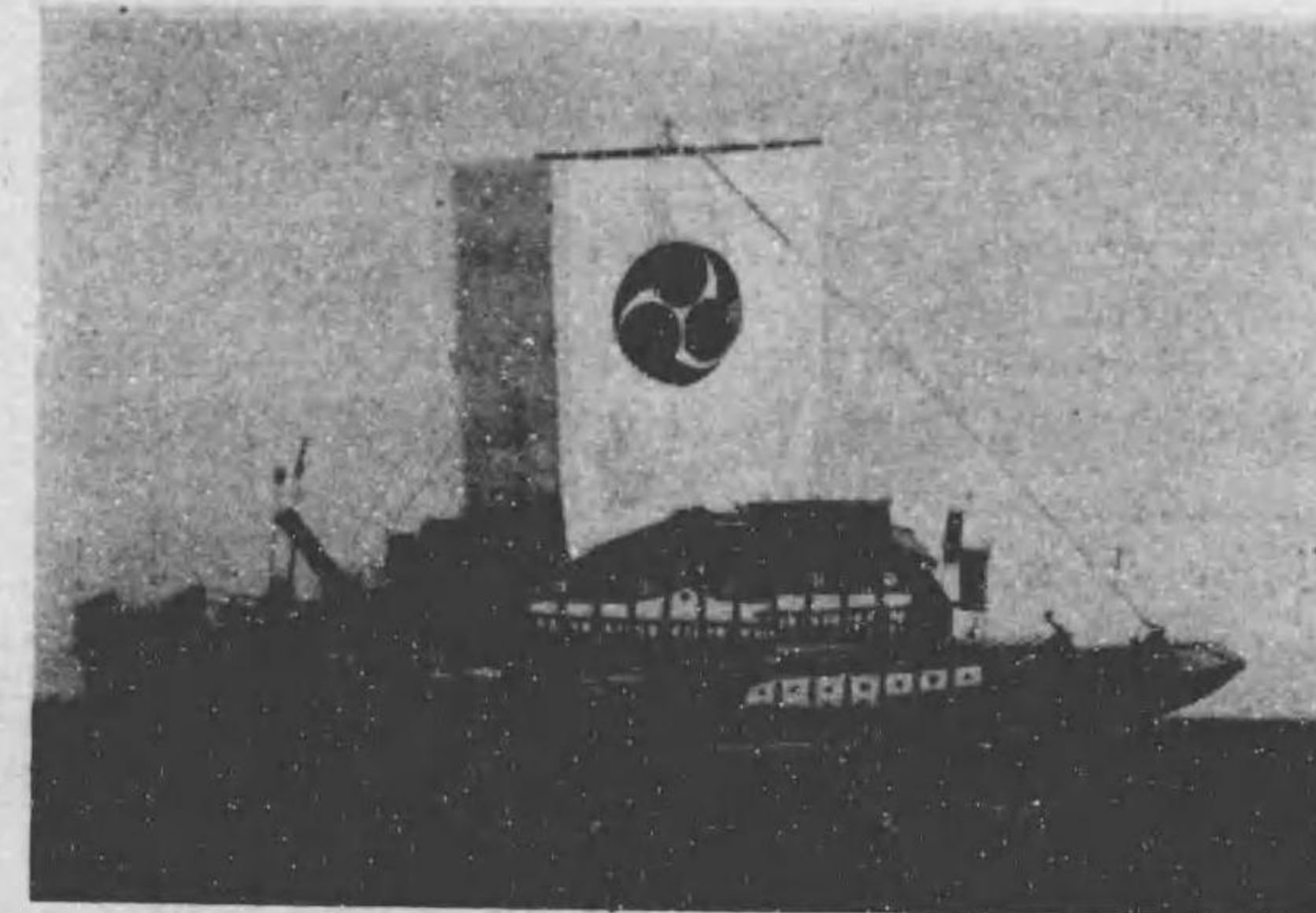
Top:—Large, clean Dining Saloon where excellent cuisine is served.

Bottom:—The spacious Entrance Hall, with Inquiry Bureau on the right.



Lounge for first-class passengers.

WHAT IS MARU?



The Model of Nippon Maru

THE word "Maru", attached as a general suffix to the name of virtually all Japanese merchant vessels, is an internationally recognized symbol of the Japanese Mercantile Marine on the Seven Seas. This two-syllabled character, "Maru", has been associated with Japanese navigation history as far back as memory can recall, and its true meaning has been lost in the mists of antiquity, that abound with the vagaries of folk-lore handed down through generations. Therefore as to its origin and the base of its derivation, different views have been held by scholars.

According to an old legend, in ancient China about 4,000 years ago, in the reign of Emperor Kotei (Huang-ti), a fair messenger from heaven called Hakudo Maru, was sent down to Lord Taityôsi (Takao-tzu) and taught him the art of shipbuilding. Since then ships are said to have been named with the suffix "Maru" in deference to the shipbuilding instructor.

A Japanese legendary source associates the word "Maru" with Azumi-sora-maru, who was supposed to have lived under the sea, and to whom the Shrine of Siga at Sigasima Island is dedicated. It is said that suffixing "Maru" to the names of Japanese merchant vessels was at first due to reverence to this deity. Hypothetical interpretations of "Maru" are many more, but the meanings in a local or a poetical sense lie in its traditional associations.

The literal or dictionary translation of the character technically denotes circle or ring, when used as a noun, and round, complete, perfect or all-embracing, when used as an adjective.

Ancient Japanese boats were of a round shape, like a coracle built in ancient France, of hide on a wicker frame; therefore the word "Maru" having the literal meaning of a ring or round might have been taken originally from the shape of the ancient boat.

Taking the meaning of "Maru" as perfect, there is a probability that the two words "Maru" and "Maro", used with boys' names, have been confused and coalesced into one. "Maro" is an archaic term of endearment often used from about the seventh century as a pet name for people, regardless of caste and rank as Hitomaro, Nakamaro, etc. "Maru" is also applied in the same way to boys such as Usiwaka-maru and Hiyosi-maru, who subsequently became great men in Japanese history, as Yositune and Hideyoshi.

"Maru" is a noble word to the Japanese and it was applied to swords, musical instruments, and the concentric sections of castles, which Daimyō or Samurai regarded with a kind of reverential affection in the feudal period. The oldest authentic record in Japanese history in connection with the application of the term "Maru" to a ship is that during the Muromachi Era (about 1400 A.D.) the ships of Yosimoti, the fourth Asikaga Syōgun, bore names such as "Gosyo Maru", "Goza Maru", etc. In 1591, when Hideyoshi attempted to subjugate Korea, he gave orders for the feudal lords throughout the country to build large vessels. On this occasion Hideyoshi himself built a large vessel, to which he gave the name of "*Nippon Maru*". These vessels, known as "floating-castles", were the largest and finest ships of the time, with the noble designation of the four-letter crest "Maru" attached to their proper names. This custom has been perpetuated by ship-owners to the present day.

The most likely derivation of "Maru" is that of "Business House Theory". As explained before, "Maru" in the sense of perfection, brought the word into use as a term to be affiliated with precious treasures of the household, this being extended to business houses. In olden Japan, family names had the suffix "Maru" just as "Ya", which is commonly added to the names of business houses as a custom at present, such as "Husimi-ya", "Itō-ya", etc. Ancient literature proves that "Maru" was used in the place of "ya" in this manner, and it is evident that "Tonya" or the wholesaler, was known as "Toi-maru". Merchants of the Island Empire, especially from the Kamakura period onwards, used ships more than any other means of transportation, and they named their ships similarly to their trade names. Thus these merchant ships were termed "Husimi Maru", etc.



Hon-Marū (Tower-Keep) of
Osaka Castle

The maritime progress of Japan, mainly represented by the Nippon Yūsen Kaisya (Japan Mail Steamship Company), might inspire one to think of the word "Maru" as a symbolic tree, whose roots are the myriad meanings extending into the soil of antiquity, bringing the food of inspiration to the sturdy fleet of the Japanese Mercantile Marine.

The Japanese merchant vessels also hoist their distinguished national flag of "Hino-maru", a red circle vividly marked in the centre of white ground, and the national prestige follows the flag widely on the Seven Seas.

N. Y. K. LINE

HEAD OFFICE (YUSEN), YUSEN BUILDING,
MARUNOUTI, TOKYO

(Telegraphic Address in Parenthesis)

OFFICES

Bangkok	719, Hongkong Bank Lane Si-Phya Road, Bangkok.
Canton (Yusen)	382, The Bund, Canton.
Dairen (Yusen)	181, Yamagata-dôri, Dairen.
Eikô	5, Minamihongai Yontyôme, Yamato-ku, Eikô.
Hakodate (Yusen)	19, Hunaba-tyô, Hakodate.
Hankow (Yusen)	6, Whacheong Road, S.A.D. No. 3, Hankow.
Hongkong	10, Naka-Sumiyosi-dôri, Hongkong.
Keelung (Yusen)	8, Meizi-mati Ittyôme, Keelung.
Kôbe (Yusen)	10, Kaigan-dôri Ittyôme, Kôbe-ku, Kôbe.
Manila (Yusen)	Manila, P.I.
Mozi (Yusen)	1, Sanbasi-dôri, Mozi.
Nagoya (Yusen)	8, Miyuki-Honmati-dôri Kyûtyôme, Nisi-ku, Nagoya.
Nanking (Yusen)	Yang-tze Hotel, 2, Pao Shan Chieh, Chung-Shan Chiao, Hsia Kuan, Nanking.
Ôsaka (Yusen)	26, Kawaguti-tyô, Nisi-ku, Ôsaka.
Ôsaka Passenger Office (Yusen)	58, Bingo-mati Nityôme, Higasi-ku, Ôsaka.
Otaru (Yusen)	15, Temiya-tyô Santyôme, Otaru.
Palao (Yusen)	Kôrôru-mati Santyôme, Palao, Calorine Islands.
Peking (Yusen)	Grand Hotel de Peking, 21, Tung Ch'ang An Chieh, Peking.
Rangoon	Rangoon, Burma.
Saigon	11, Quai de Belgique, Saigon.
Saipan (Yusen)	Saipan, Mariana Islands.
Shanghai (Yusen)	31, The Bund, Shanghai.
Syônan	Syônan, Syônan-to.
Taihoku (Yusen)	11, Kitamon-tyô, Taihoku.
Takao (Yusen)	51, Sinhama-tyo Ittyome, Takao.
Tayeh (Yusen)	Tayeh, China.
Tientsin (Yusen)	2, Taku Road, Tokubetu-Gyôseiku, Tientsin.
Tôkyô (Tosoka)	20, Hakozaki-tyô Yontyôme, Nihonbasi-ku, Tôkyô.
Tôkyô Ticket & Enquiry Office (Yusen)	Yûsen Bldg., Marunouti, Tôkyô.
Tsingtao (Yusen)	22, Kuan Tau Road, Tsingtao.
Wakamatu (Nihonyusen)	954, Minami Kaigan-dôri Ittyôme, Wakamatu, Hukuoka-ken.
Yokohama (Yusen)	9, Kaigan-dôri Santyôme, Naka-ku, Yokohama.

Resident Representatives at Berlin and Rome.

LIST OF PRINCIPAL AGENTS AND SUB-AGENTS

Name of Place	Agents	Telegraphic Address	Postal Address
Amoy	Tôa Kaiun Kaisya		Amoy, China.
Angaur	Nanyô Kôhatu Kaisya		Angaur, Caroline Islands.
Antô	Kokusai Unyu Kaisya		Antô, Manchoukuo.
Aomori	Nippon Tûun Kaisya		Aomori, Japan.
Bangkok	Mitubisi Syôzi Kaisya		Bangkok, Thailand.
Berlin	Phs. Van Ommeren (Berlin), G.m.b.H.	Vanommeren	Unter den Linden 24, Berlin, N. W. 7, Germany.
Brake	Hermann Dauelsberg	Dauelsberg	Brake, Germany.
Cebu	Daidô Bôeki Kaisya	Yusen	P. O. Box 413, Cebu, P. I.
Chefoo	Kahoku Unyu Kaisya		Chefoo, China.
Davao	Ohta Development Co.	Ohta	Davao, Mindanao, P. I.
Dusseldorf	Rhein-Seefracht, G.m.b.H.	Rhesefra	26, Brehmstr., Dusseldorf, Germany.
Emden	Frachtkontor, G.m.b.H.	Trimming	Emden, Germany.
Esutoru	Esutoru Niyaku Kaisya		Esutoru, Karahuto, Japan.
Fiume	Ditta Ed. Canali fu Camillo	Denesmare	Via Machiavelli No. 1/2, Fiume, Italy.
Genoa	Ditta Ed. Canali fu Camillo	Eduardus	63 r., Via Dante, Genoa, Italy.
Genzan	Tyôsen Unsô Kaisya		Genzan, Tyôsen, Japan.
Gum	Nanyô Kôhatu Kaisya		Gum, Mariana Islands.
Gunsan	Gunsan Kaiun Kaisya		Gunsan, Tyôsen, Japan.
Haiphong	Denis Frères d'Indochine	Deniyusen	Haiphong, French Indo-China.
Hakodate	Unyu Syôkai		19, Hunaba-tyô, Hakodate.
Hakata	Kita Syôten		Hakata, Japan.
Hamburg	Phs. van Ommeren (Hamburg)		P. O. Box 691, Adolphsbrücke 9-11, Hamburg, Germany.
Handa	Kyôdô Unyu Kaisya		Handa, Aiti-ken, Japan.
Hanoi	Bureau de Voyages Maritimes au Tonkin	Larrive	18, Rue Bargnis Desbordes, Hanoi. Tonkin, French Indo-China.
Hirohata	Ue Gumi Gôsi Kaisya		Hirohata, Hyôgo-ken, Japan.
Hirosima	Hirosima Yûsen Gumi		Hirosima, Japan.
Husan	Tyôsen Yûsen Kaisya		Husan, Tyôsen, Japan.
Husiki	Husiki Kôwan Unsô Kaisya		Husiki, Toyama-ken, Japan.
Jaluit	Nanyô Kôhatu Kaisya		Jaluit, Marshall Islands.
Kagosima	Nippon Tûun Kaisya		Kagosima, Japan.
Kamaishi	Sanriku Kisen Kaisya		Kamaishi, Iwate-ken, Japan.
Karatu	Mitubisi Kôgyô Kaisya		Karatu, Japan.
Keizyô (Seoul)	New-Illhan & Co.	Newilhan	P. O. Box 44, Keizyô, Tyôsen, Japan.
Korotô	Kokusai Unyu Kaisya		Korotô, Manchoukuo.
Kure	Iino Kaiun Sangyô Kaisya		Sakaigawa-dôri, Kure, Japan.
Kure	Hirosima Yûsen Gumi		Kaigan-dôri, Kure, Japan.
Kusai	Nanyô Kôhatu Kaisya		Kusai, Marshall Islands.
Kusiro	Kusiro Kaiun Kaisya		Kusiro, Hokkaidô, Japan.
Kyôto	Kyôto Yûsen Gumi		Sizyô-Sagaru, Karasumaru-dôri, Kyôto, Japan.
Macao	A. A. de Mello		Macao, China.
Maizuru	Iino Kaiun Sangyô Kaisya		Higasi-Maizuru, Japan.
Maoka	Maoka Kaisô Gôsi Kaisya		Maoka, Karahuto, Japan.
Masan	Husan Syôsen Gumi		Masan, Tyôsen, Japan.
Massawa	Ditta Ed. Canali fu Camillo		Casella Postale 225, Massawa, Eritrea, Italian Africa.
Menado	Nanyô Kôhatu Kaisya		Menado, Celebes.
Miike	Mitui-Bussan Kaisya		Ômuta, Hukuoka-ken, Japan.
Misumi	Nippon Tûun Kaisya		Misumi-mati, Kumamoto-ken, Japan.
Moppo	Tyôsen Unsô Kaisya		Moppo, Tyôsen, Japan.
Muroran	Kuribayasi Syôkai		Muroran, Hokkaidô, Japan.
Nagasaki	Tôa Kaiun Kaisya		Nagasaki, Japan.
Naples	Carlo de Luca Agente Maritime	Nippon	41/43, Via Agostino Depretis, Naples, Italy.
Nemuro	Nemuro Kaiun Kaisya		Nemuro, Hokkaidô, Japan.
Niigata	Hama Syôten		Niigata, Japan.
Onomiti	Tunekiti Konisi (Konisi Kaisôten)		Onomiti, Japan.

Name of Place	Agents	Telegraphic Address	Postal Address
Otomari	Otomari Hutō Kaisya		Otomari, Karahuto, Japan.
Ponape	Nanyō Kōhatu Kaisya		Ponape, Marshall Islands.
Rasin	Kokusai Unyu Kaisya		Rasin, Tyōsen, Japan.
Reisui	Tyōsen Unsō Kaisya		Reisui, Tyōsen, Japan.
Rome	Ditta Ed. Canali fu Camillo		28, Via Oslavia, Rome, Italy.
Rota	Nanyō Kōhatu Kaisya		Rota, Marshall Islands.
Saigon	Mitui Bussan Kaisya		Saigon, French Indo-China.
Saipan	Nanyō Kōhatu Kaisya		Saipan, Mariana Islands.
Sakaide	Sakaide Yūsen Gumi		Sakaide, Kagawa-ken, Japan.
Saseho	Kawazoe Syōkai		Saseho, Japan.
Savona	Ditta Ed. Canali fu Camillo	Eduardus	Via S. Lucia, Savona, Italy.
Seisin	Tyōsen Unsō Kaisya		Seisin, Tyōsen, Japan.
Simizu	Suzuyo Syōten		Simizu, Japan.
Simonoseki	Nippon Tūun Kaisya		Kannonzaki-tyō, Simonoseki, Japan.
Siogama	Sanriku Unyu Kaisya		Siogama, Miyagi-ken, Japan.
Susaki	Nippon Tūun Kaisya		Susaki, Kōti-ken, Japan.
Tainan	Mitui Bussan Kaisya		Tainan, Taiwan, Japan.
Tinian	Nanyō Kōhatu Kaisya		Tinian, Mariana Islands.
Tinnanpo	Tyōsen Unsō Kaisya		Tinnanpo, Tyōsen, Japan.
Tokuyama	Iino Kaiun Sangyō Kaisya		Tokuyama, Japan.
Tongku	Tōa Kaiun Kaisya		Tongku, China.
Trieste	Ditta Ed. Canali fu Camillo	Canali	Via Rassin, 2 II, Trieste, Italy.
Truk	Nanyō Kōhatu Kaisya		Truk, Caroline Islands.
Uno	Sigemasa Gumi		Uno, Japan.
Vladivostok	Syōsen Gumi		P. O. Box 200, Vladivostok, Siberia.
Wei-hai-wei	Kahoku Unyu Kaisya		Wei-hai-wei, China.
Woleai	Nanyō Kōhatu Kaisya		Woleai, Caroline Islands.
Wuhu	Kahoku Unyu Kaisya		Wuhu, China.
Yap	Nanyō Kōhatu Kaisya		Yap, Caroline Islands.
Yokkaiti	Asahi Unyu Kaisya		Yokkaiti, Japan.
Yokosuka	Wakimoto Gumi		Yokosuka, Japan.
Yūki	Kokusai Unyu Kaisya		Yūki, Tyōsen, Japan.
Zinsen	Tyōsen Unsō Kaisya		Zinsen, Tyōsen, Japan.
(Chemulpo)			
Zyōsin	Tyōsen Unsō Kaisya		Zyōsin, Tyōsen, Japan.



帝國議會と東條内閣總理大臣

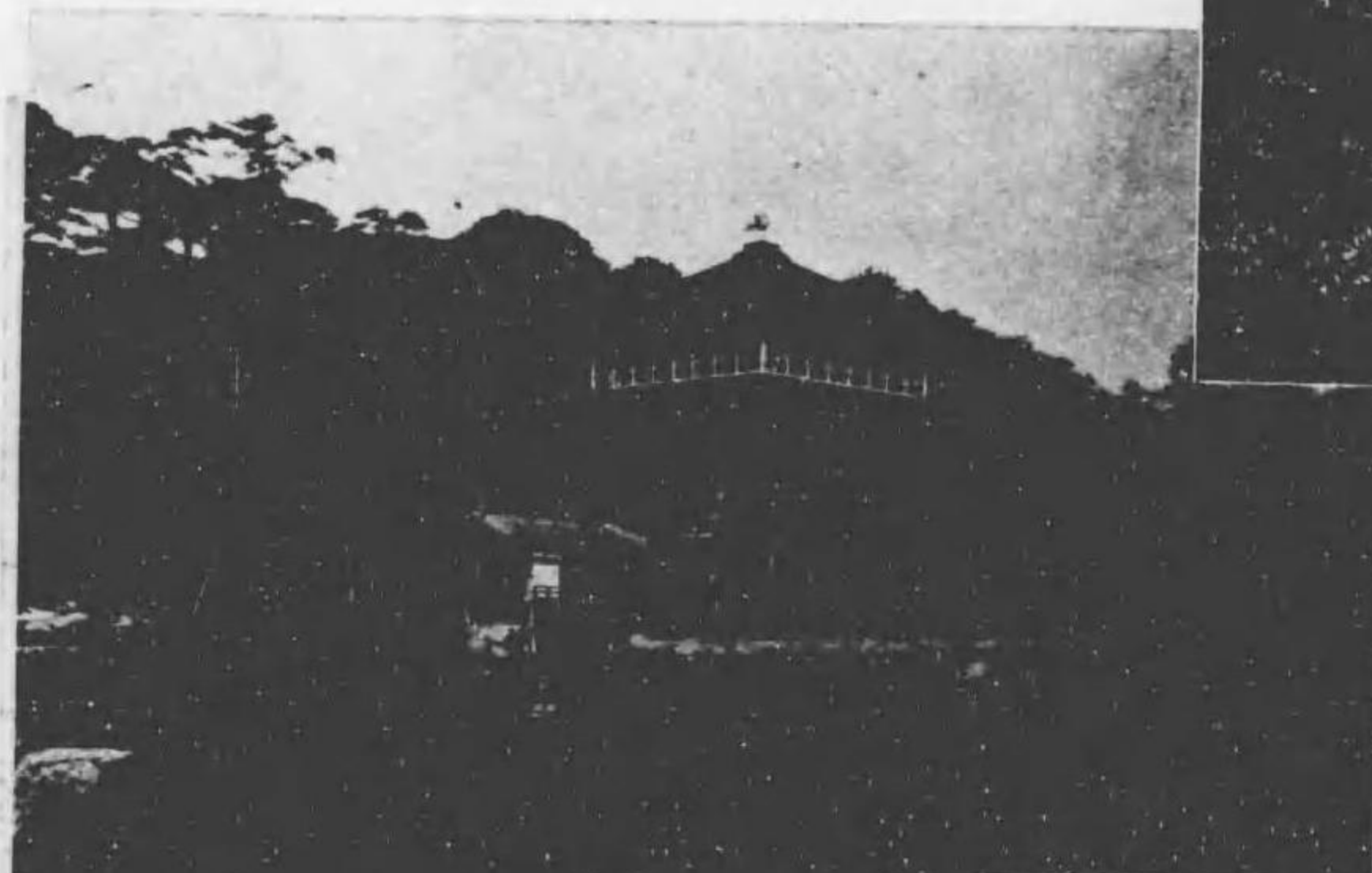
General Hideki Tojo, the Premier, reporting on the spectacular war results of the Imperial Japanese Forces during an extraordinary session of the Imperial Diet.



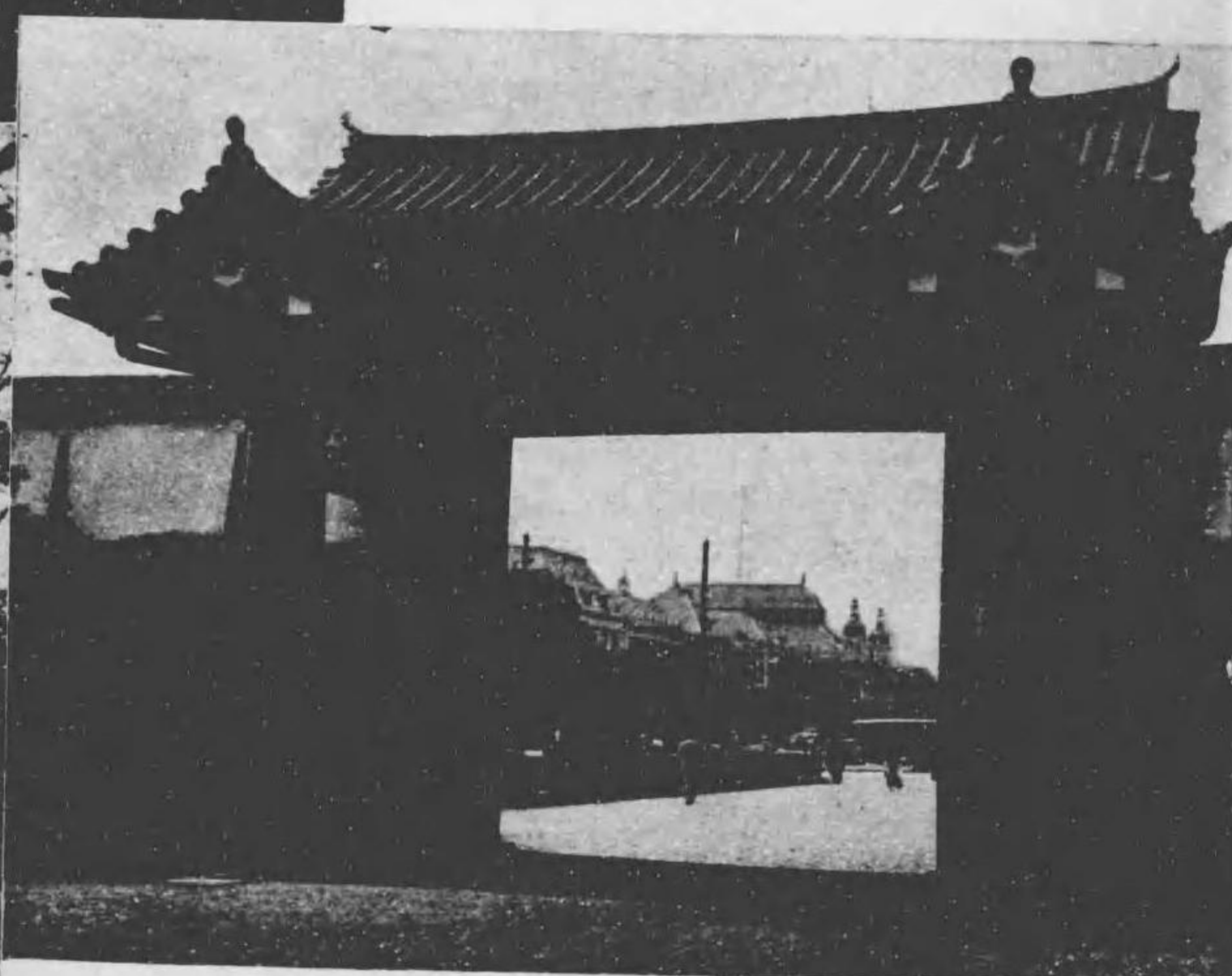
建築

Beautiful Japanese Architecture

The photos, from top to bottom, show the main gate



of the Osaka Castle with the castle itself in the background; the Ginkakuji in

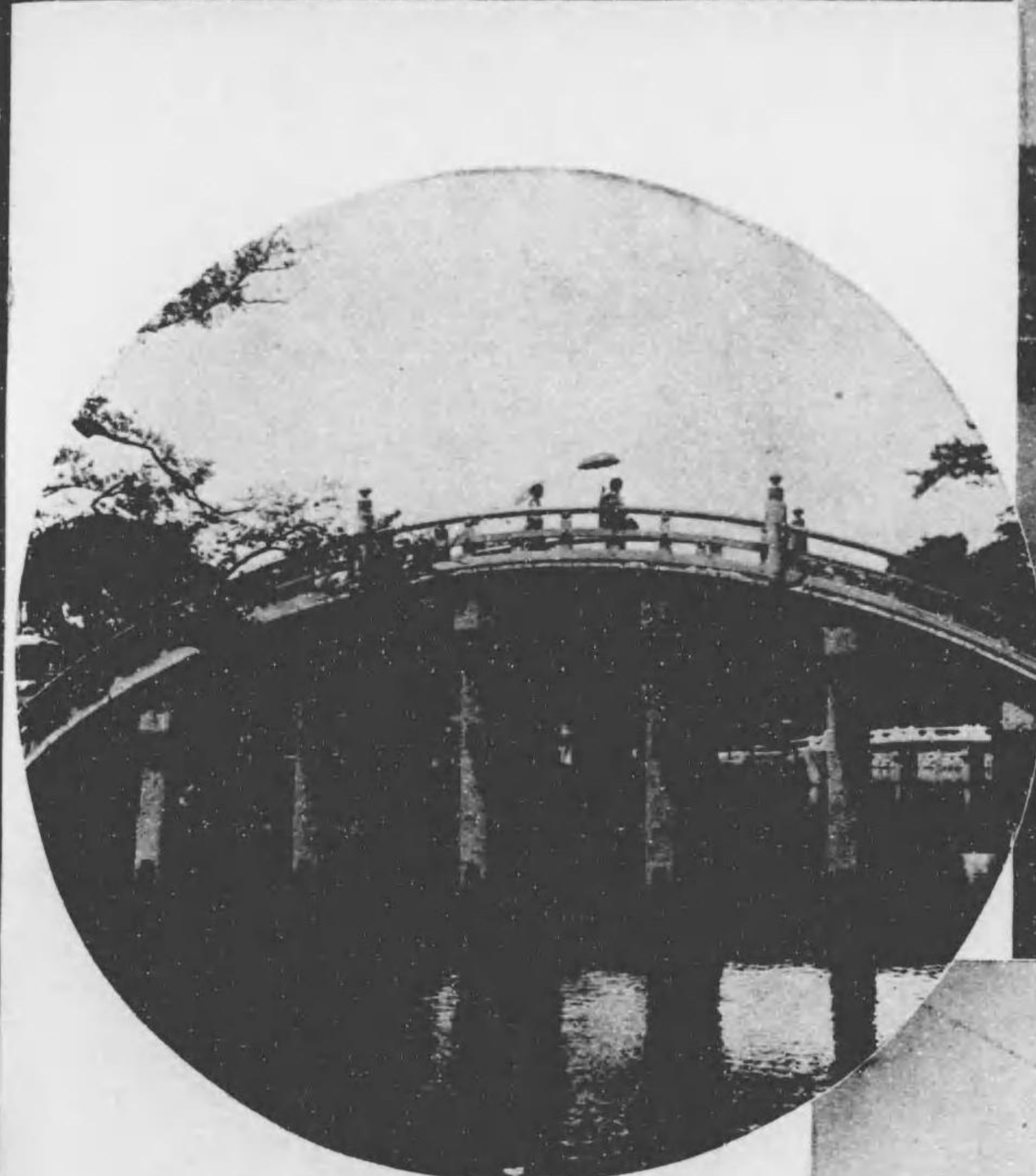


Kyoto; and the Sakurada-mon and five-storied pagoda in Tokyo

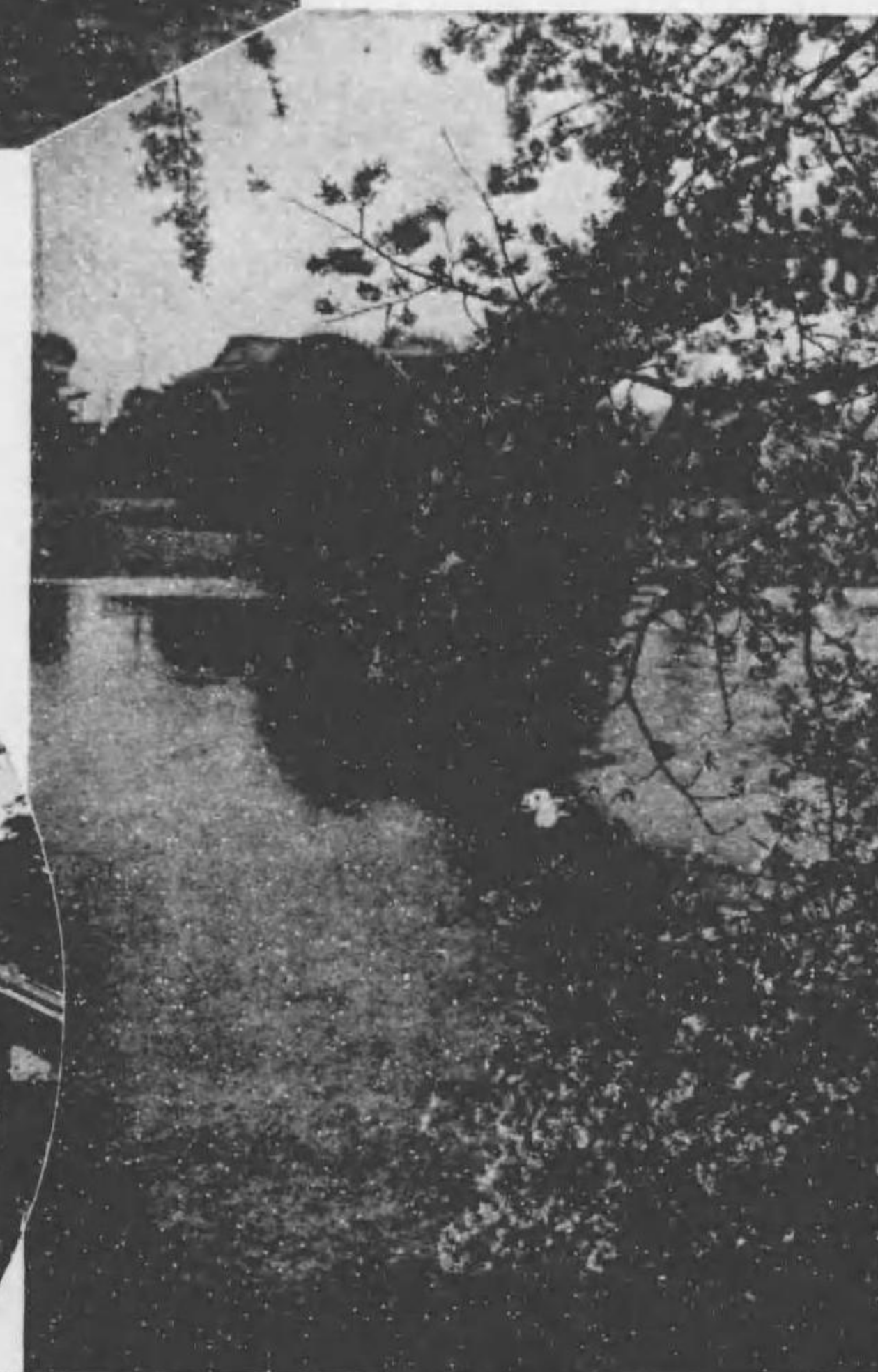


橋

Bridges in Japan

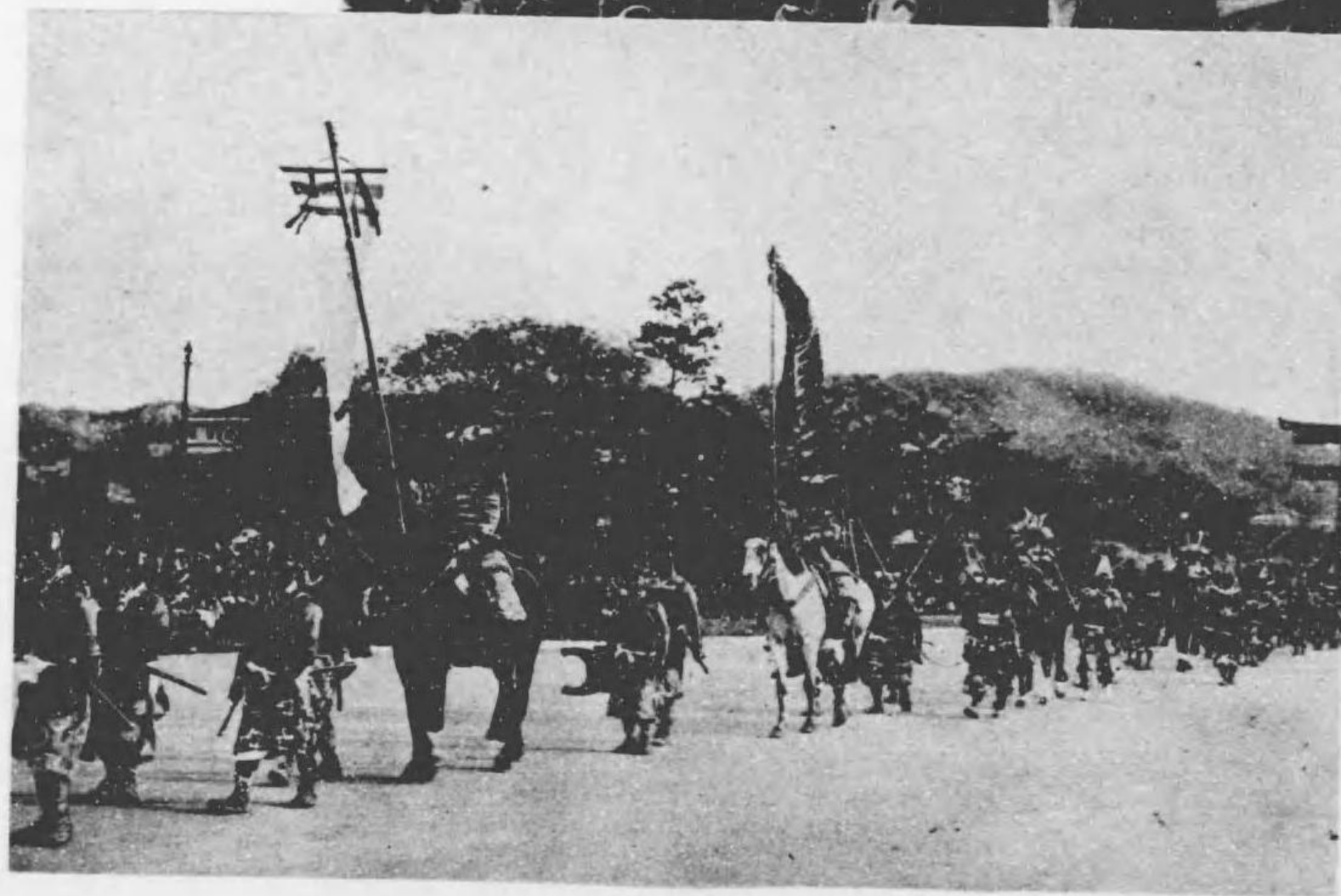
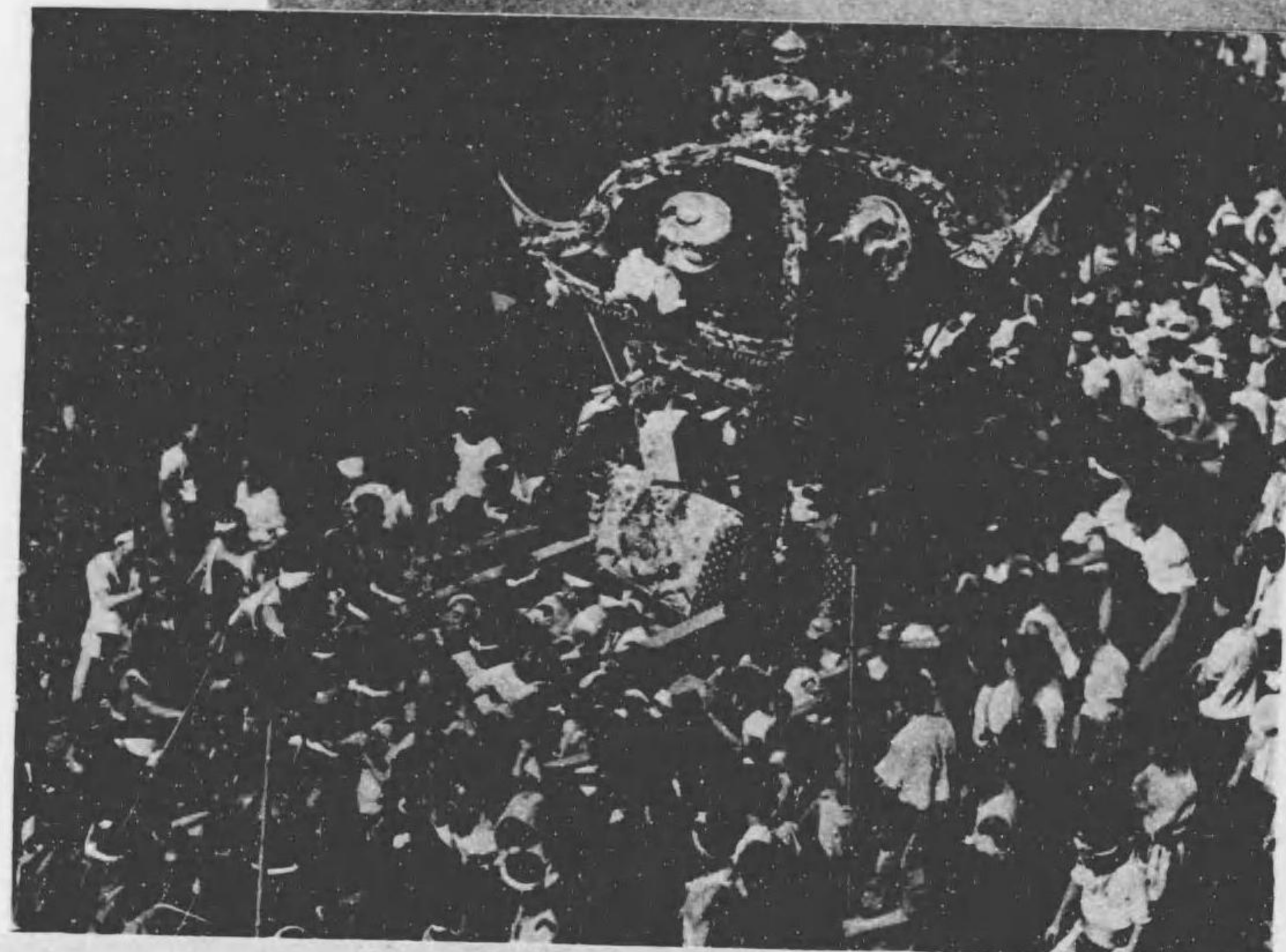
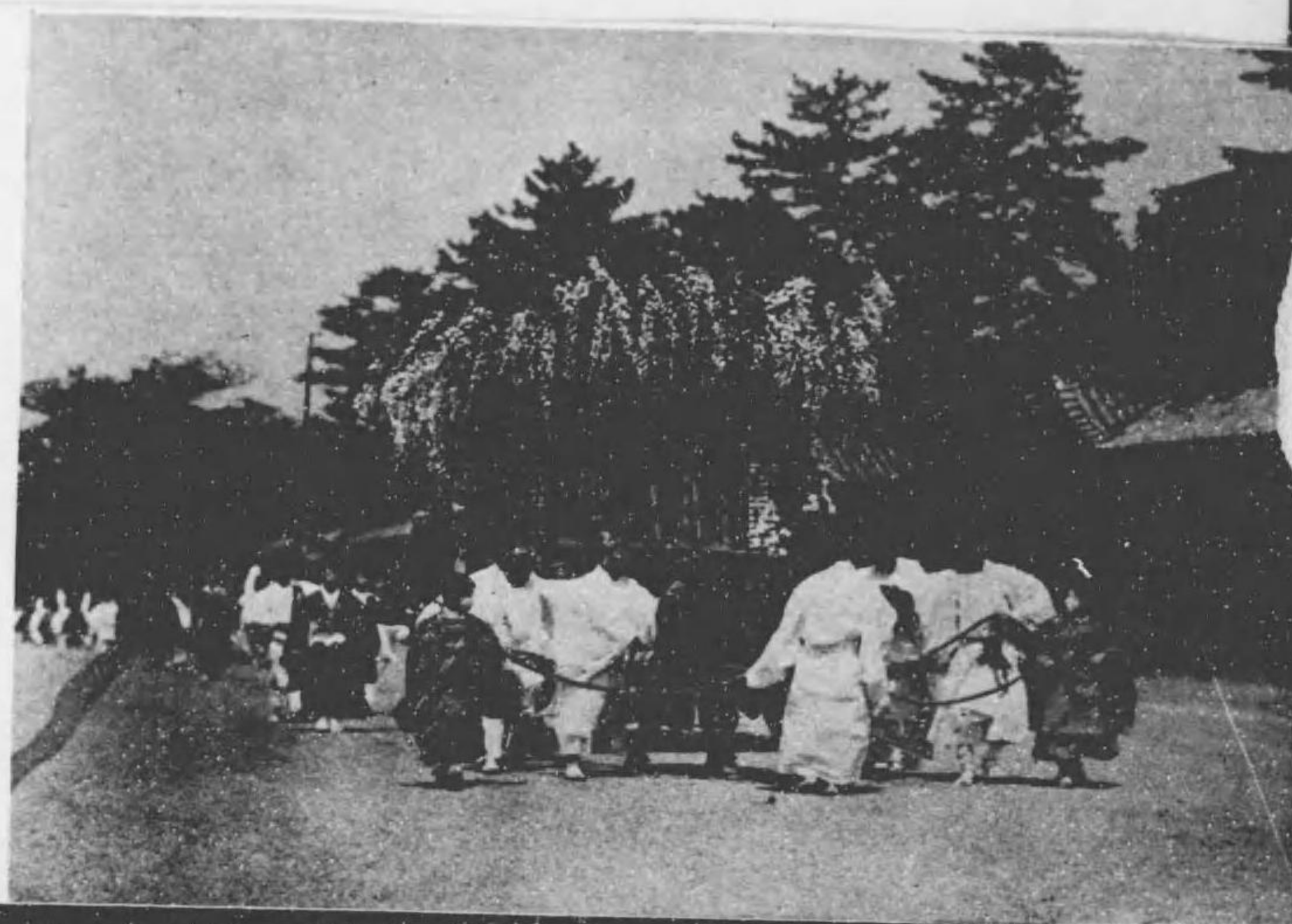


These pictures bespeak of the artistic taste so characteristic of the Japanese bridge designers. The top shows the famous Nijubashi (Double Bridge) at the entrance to the Imperial Palace while others are some of the old Japanese and modern styled bridges found all over the Empire.



祭

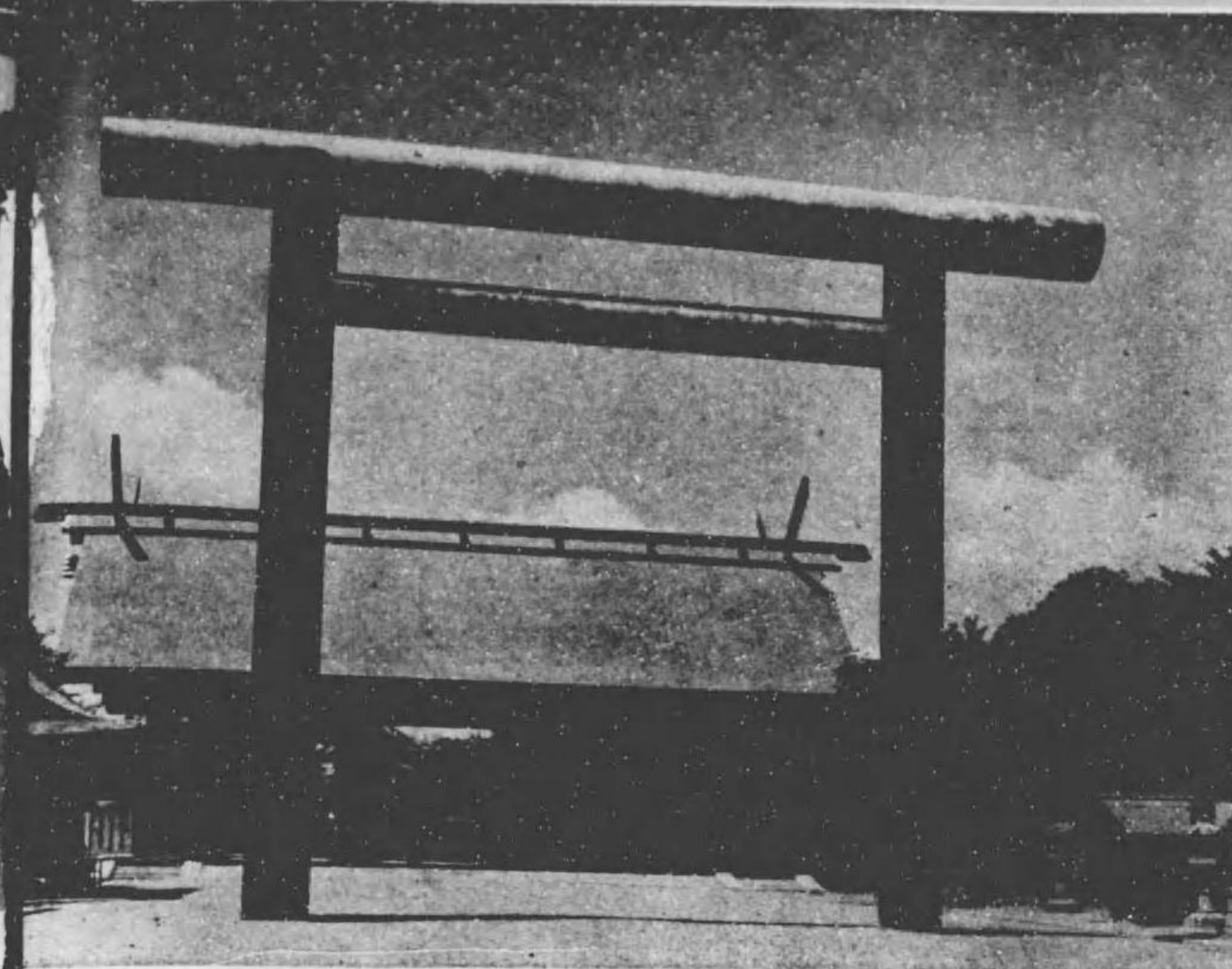
Festivals in Japan



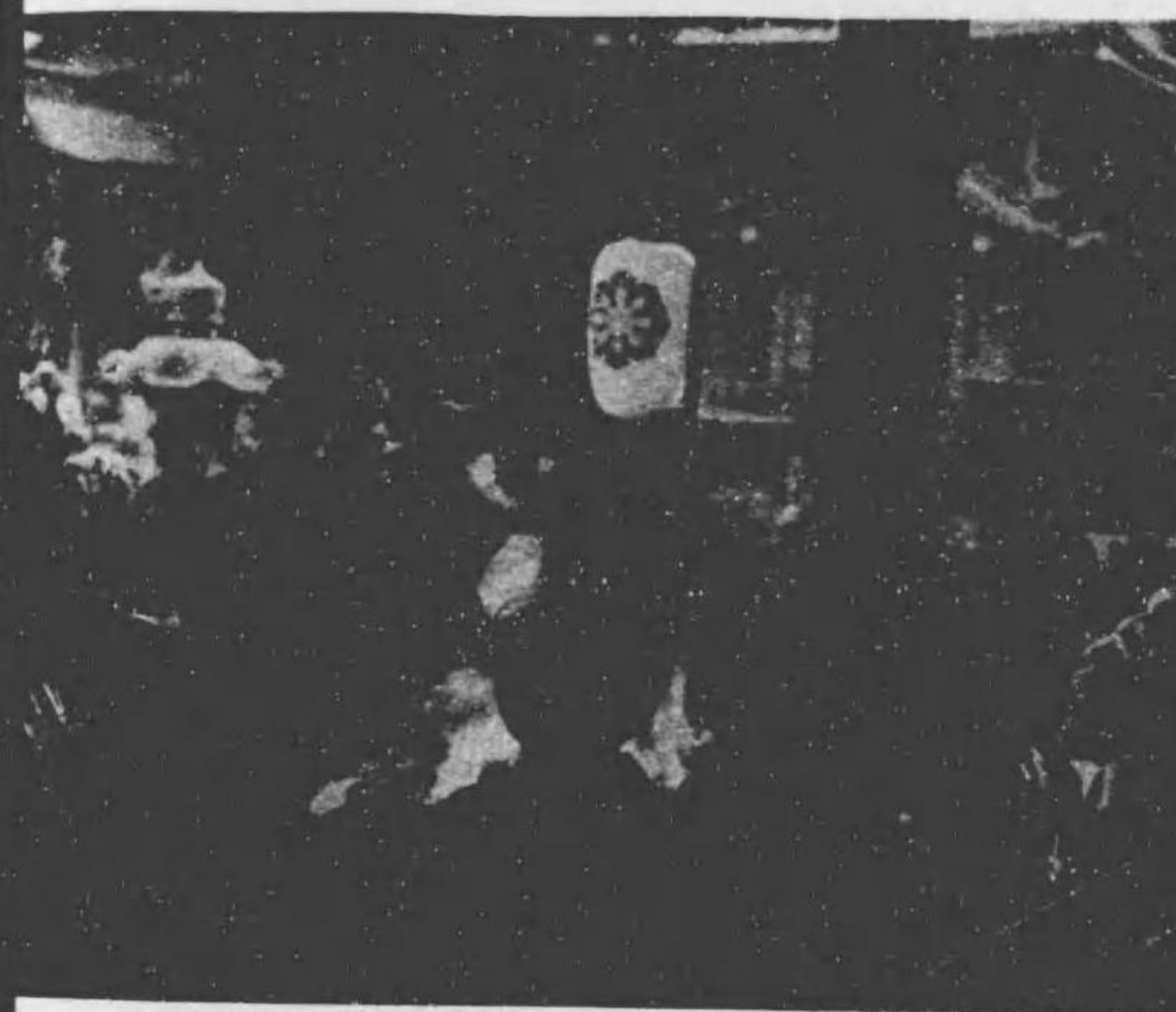
Interesting scenes in which both young and old participate during festivals held in different prefectures of Japan. The events display local colors of the respective districts, and as seen in these pictures, the ancient rites and customs are strictly observed.

神國日本

Japan, the Land of the Divine, has emerged unshaken from many emergencies by the grace of God



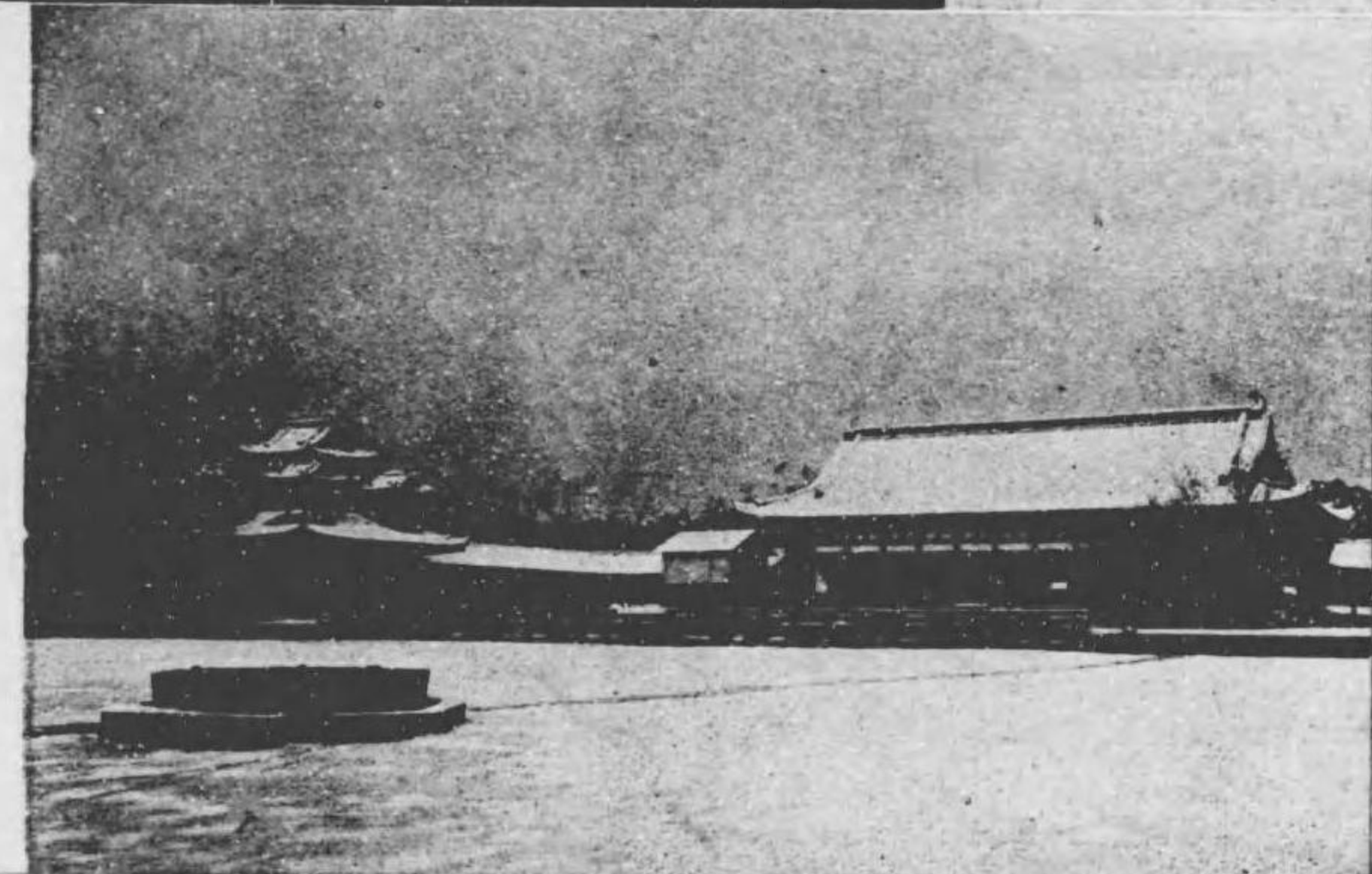
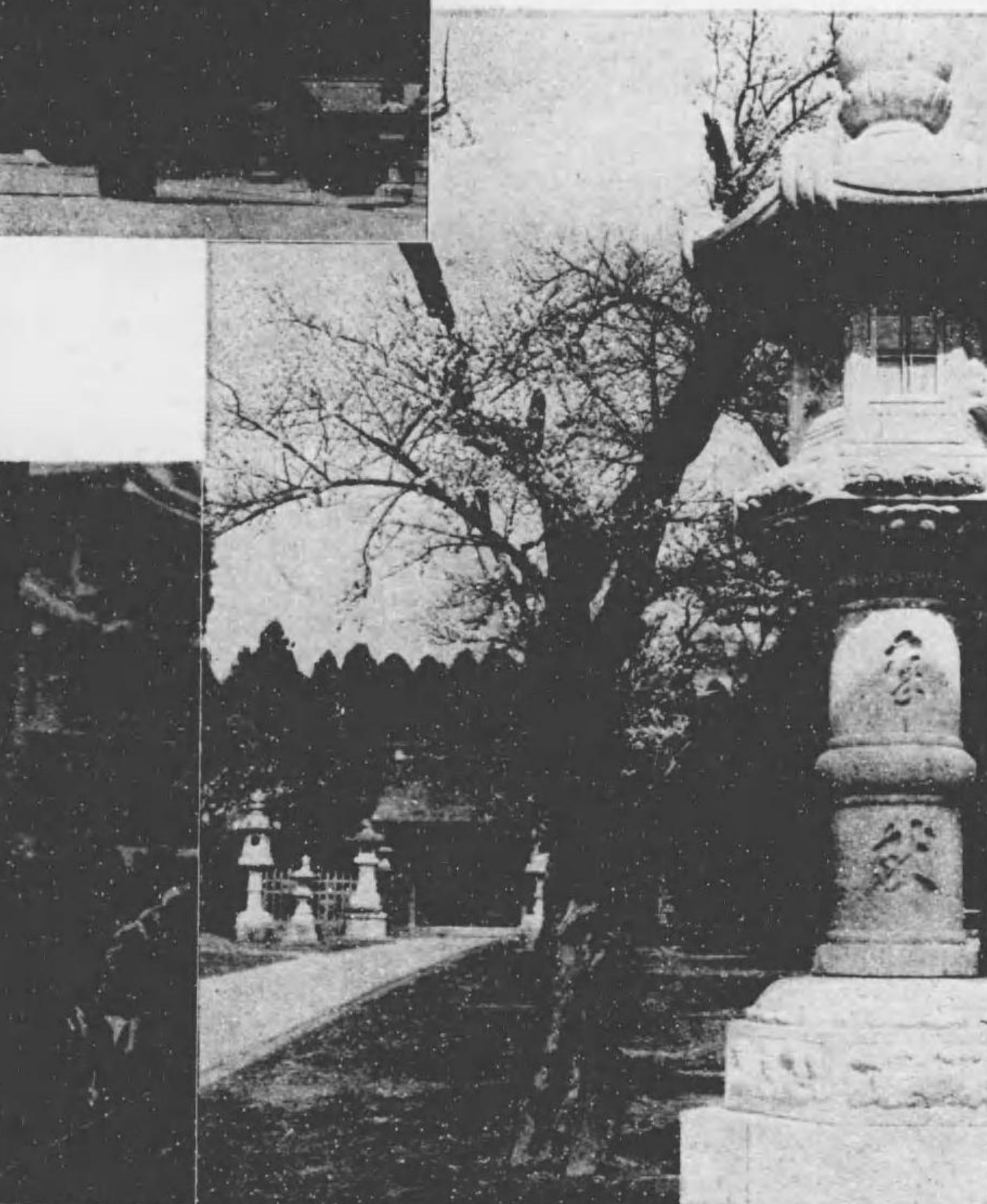
東京靖國神社
The Yasukuni Shrine, Tokyo.



A typical scene within the compound of many shrines found in Japan.

People throughout the Empire proceed to a nearby shrine to worship in time of joys and sorrows, whether such be of private nature or of the nation as a whole.

京都平安神宮
The Grand Shrine of Heian, Kyoto.

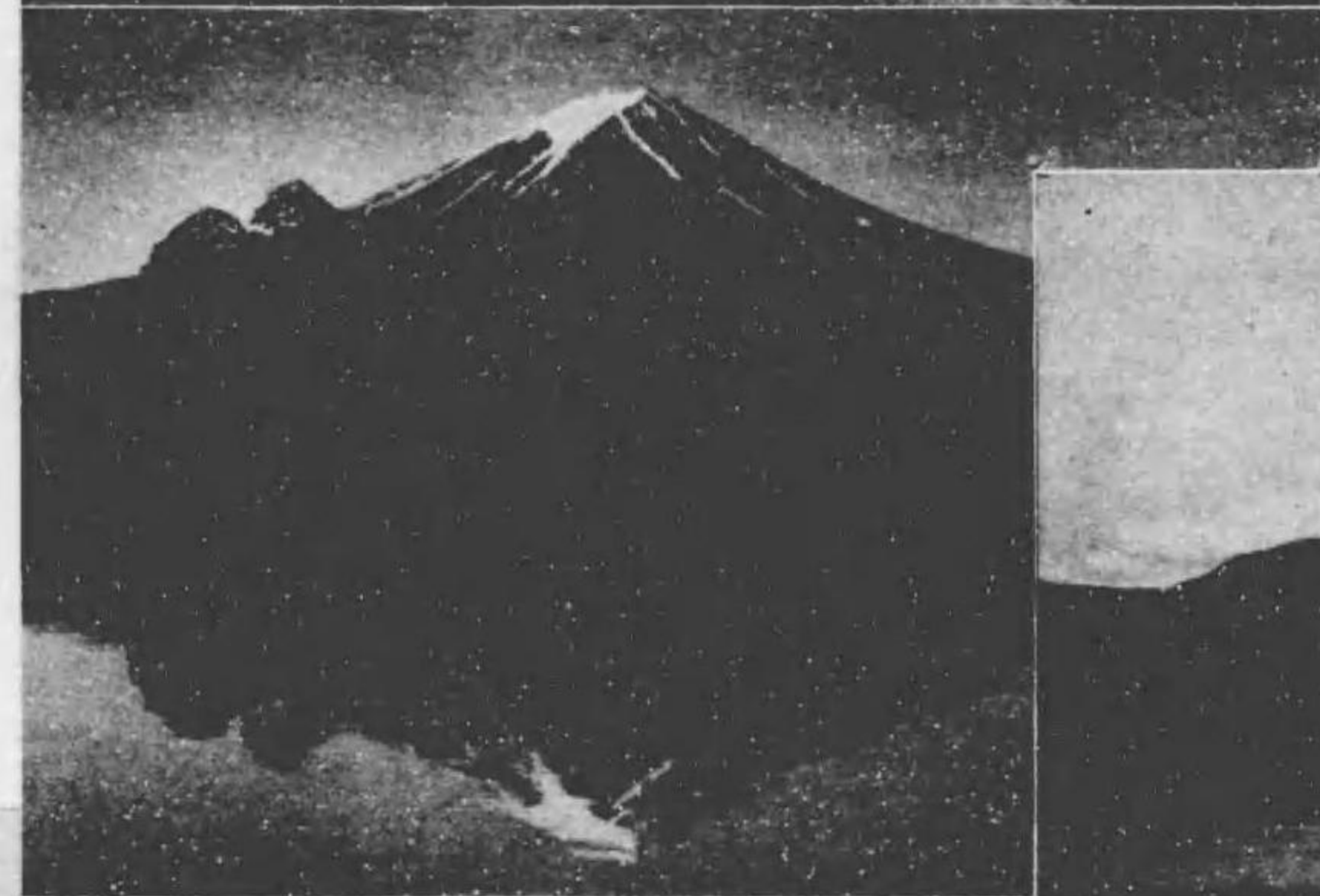


富士四景

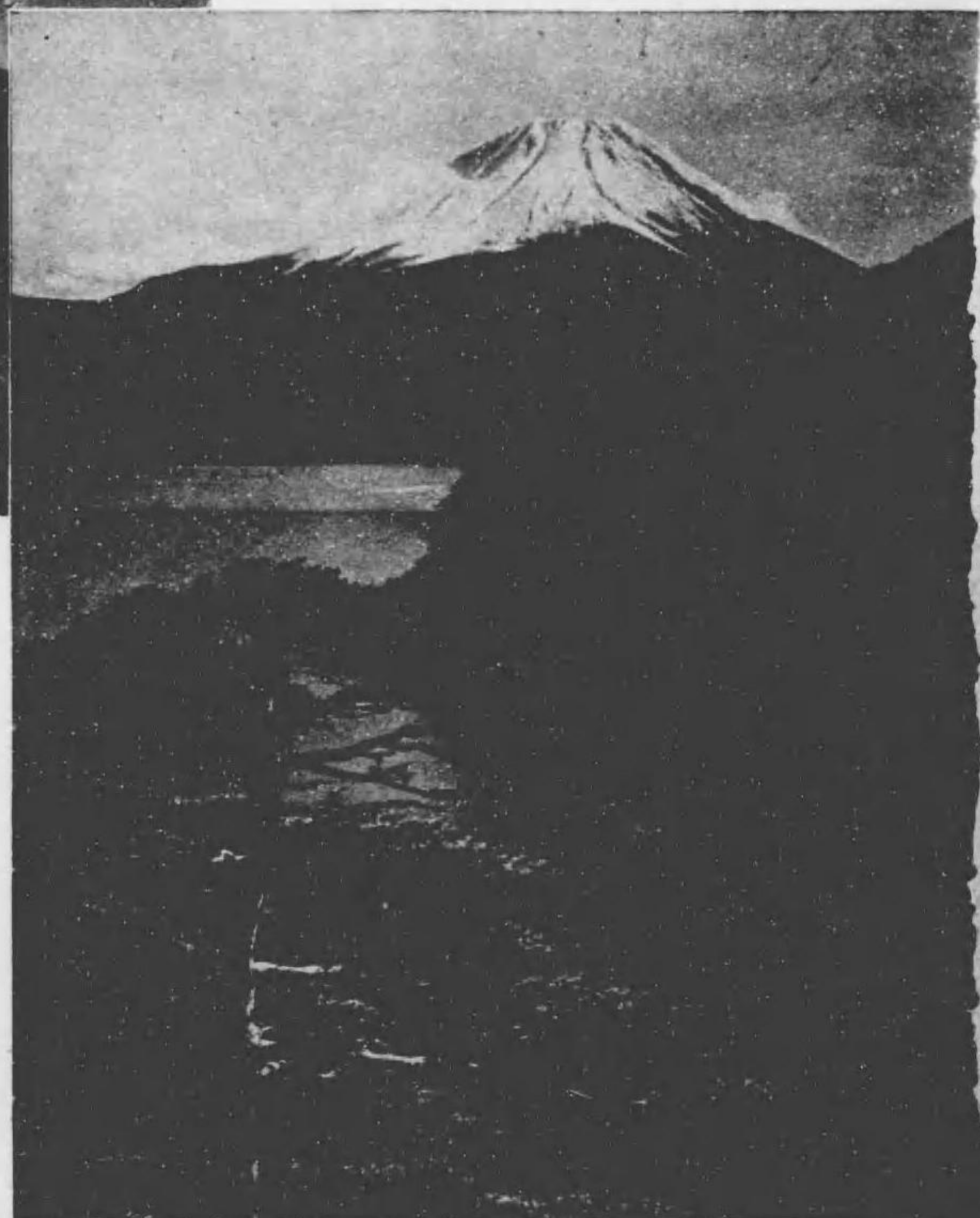
FOUR SCENES OF
FUJIYAMA



The peerless Mt. Fuji, its snow-capped peak soaring majestically into the sky, is the symbol of the Japanese Empire.



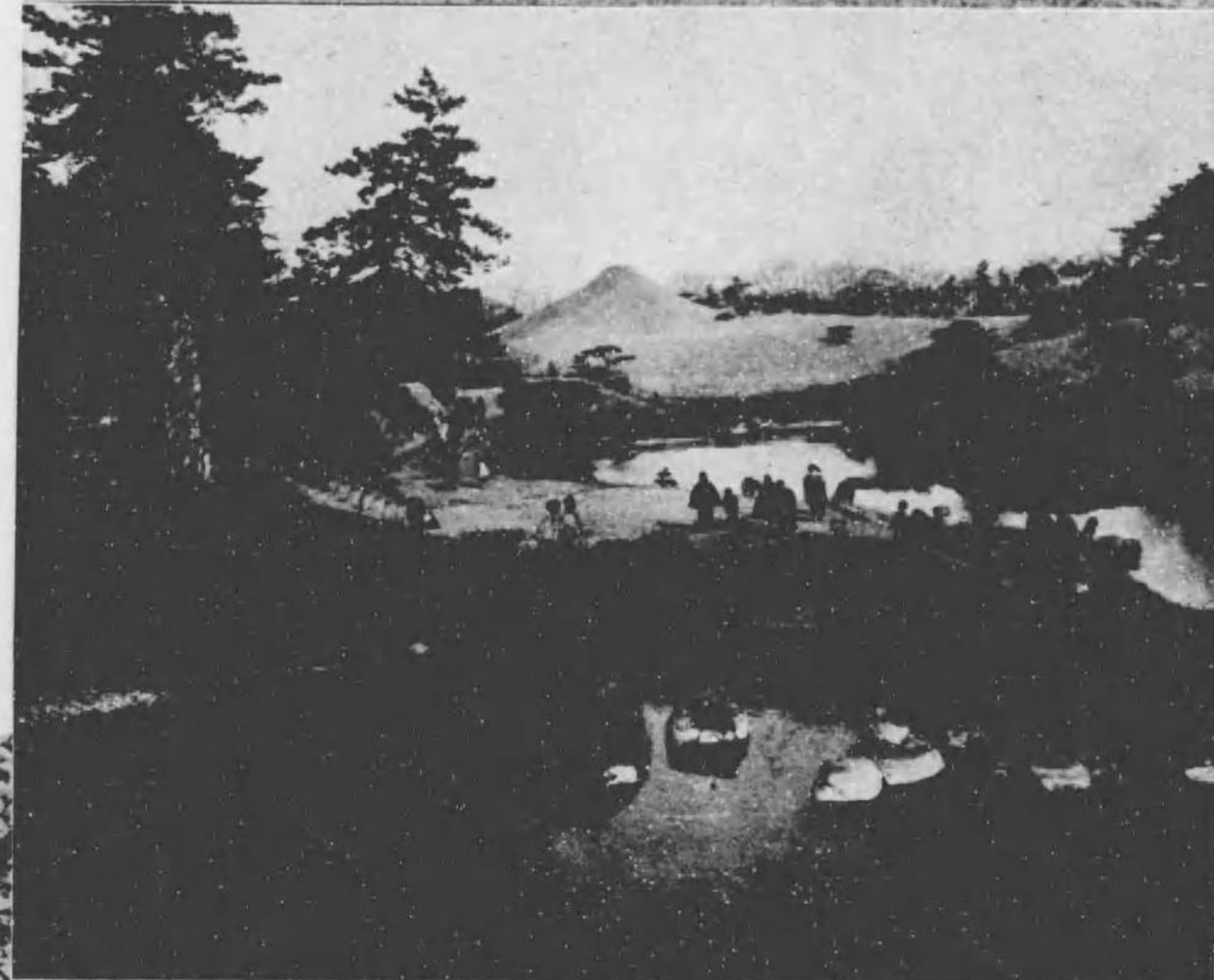
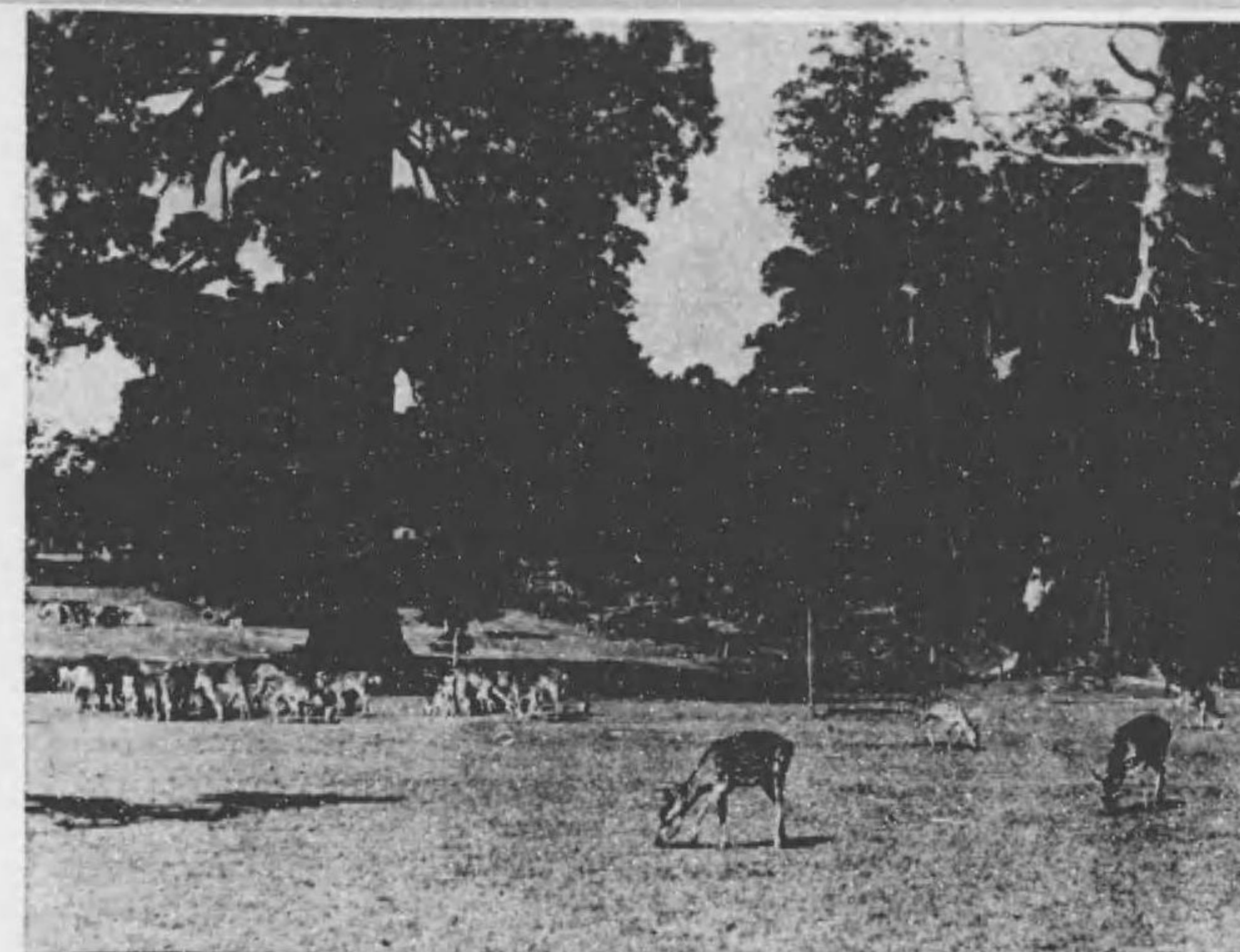
A view of this sacred and world-famous mountain from any of the five beautiful lakes on its north, north-east and northwest sides is indeed enchanting. Fuji-san also offers most alluring scene to passengers on the deck of liners entering Tokyo Bay.



日本の公園

The Japanese people are lovers of Nature; consequently, many beautiful parks are established in the natural setting in every corner of the country.

Here are few of the picturesque parks which hold the visitors speechless with their unexcelled beauty.





海山の幸

Nature's Gift

In this land of plentiful, farmers, fruit-growers, fishermen, etc. continue to reap in rich harvests so that people at the home front are ever enjoying hearty meals despite the wartime condition.

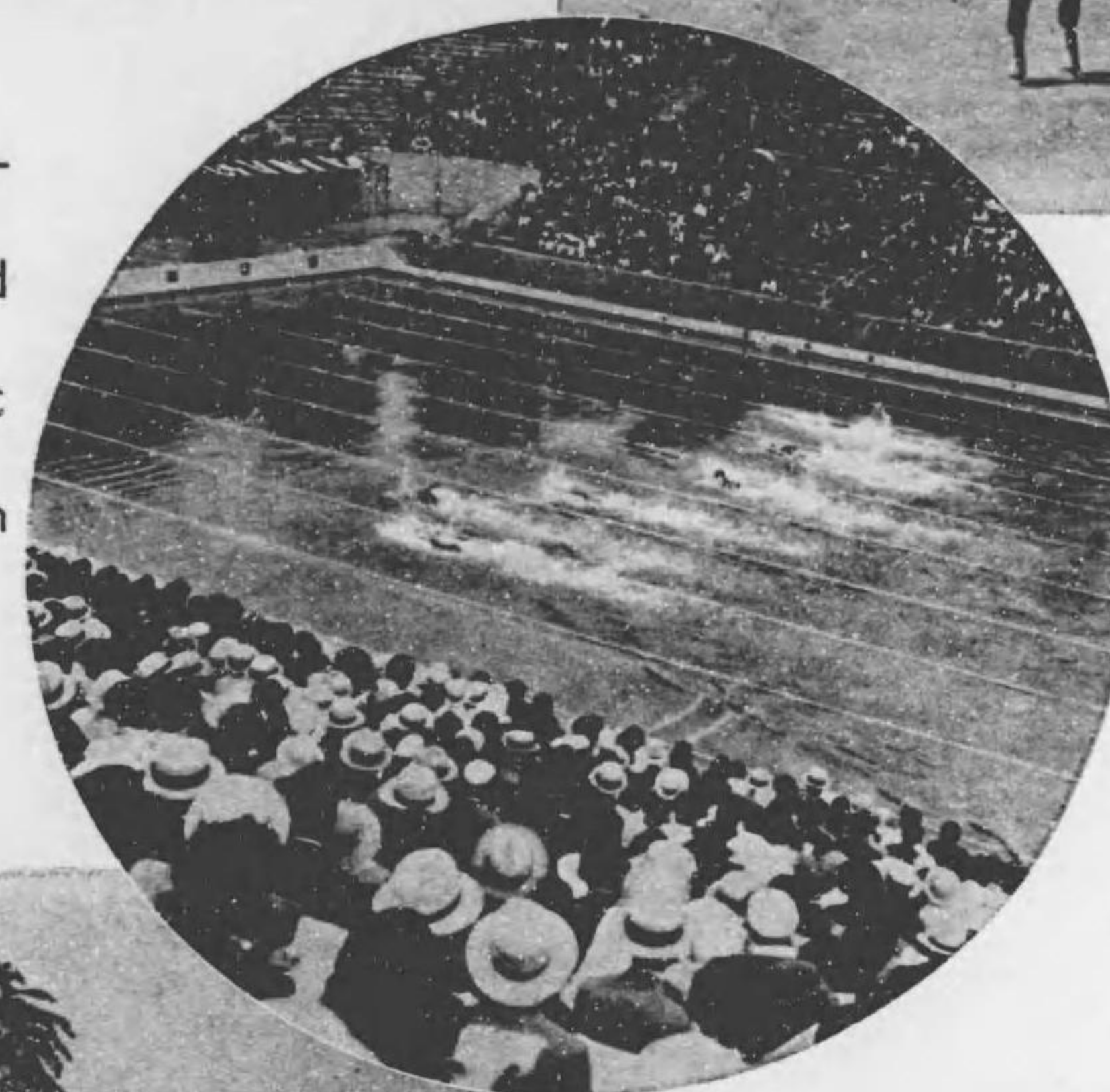


鍊成

In the Field of Sports



Tennis, skating, swimming, skiing, baseball and other popular athletic events are carried on in



Japan despite the war so as to maintain the healthy status of the nation. And, incidentally, the world's highest level is reached in every one of these

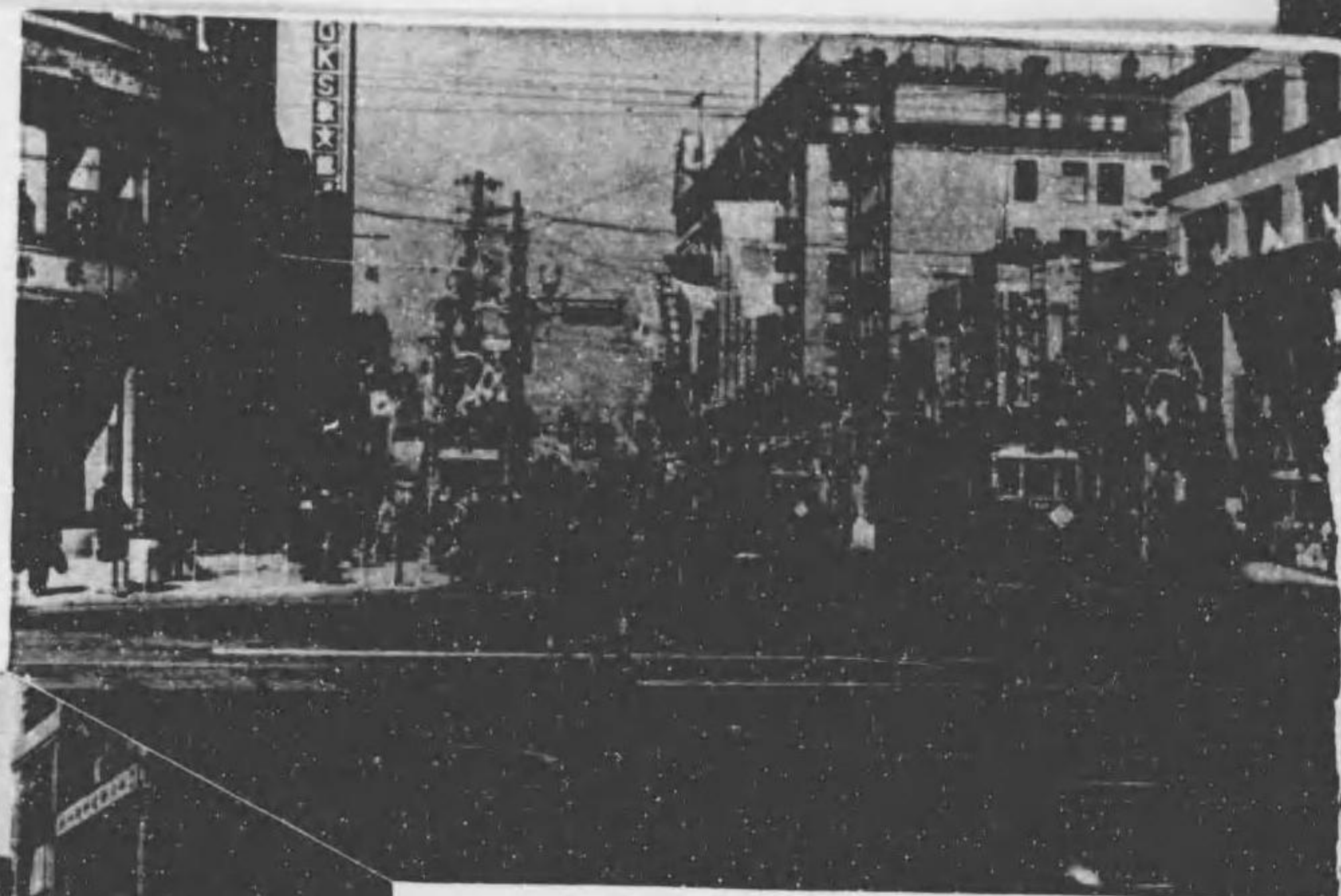


games so enthusiastically taken part by youthful athletes.

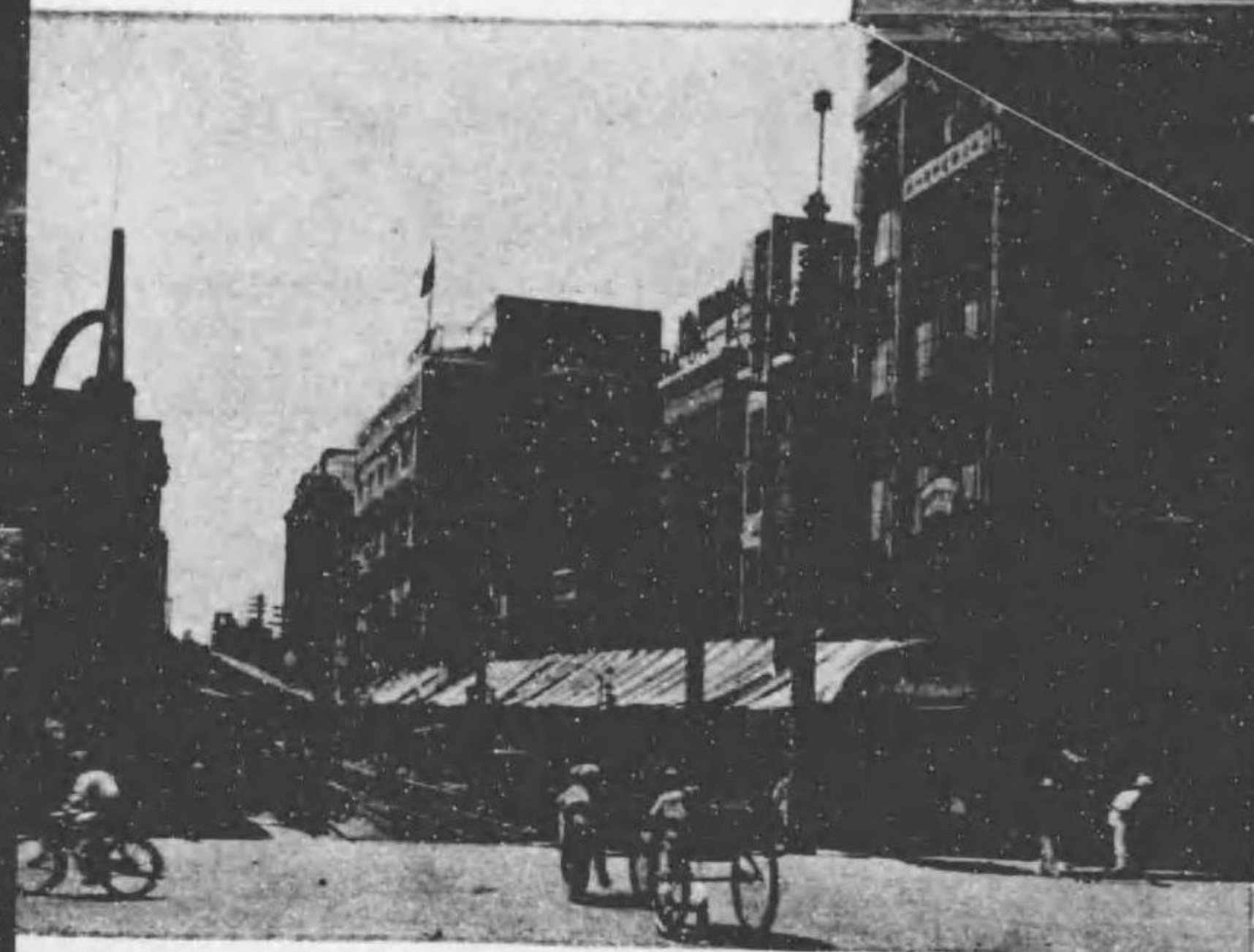


都會

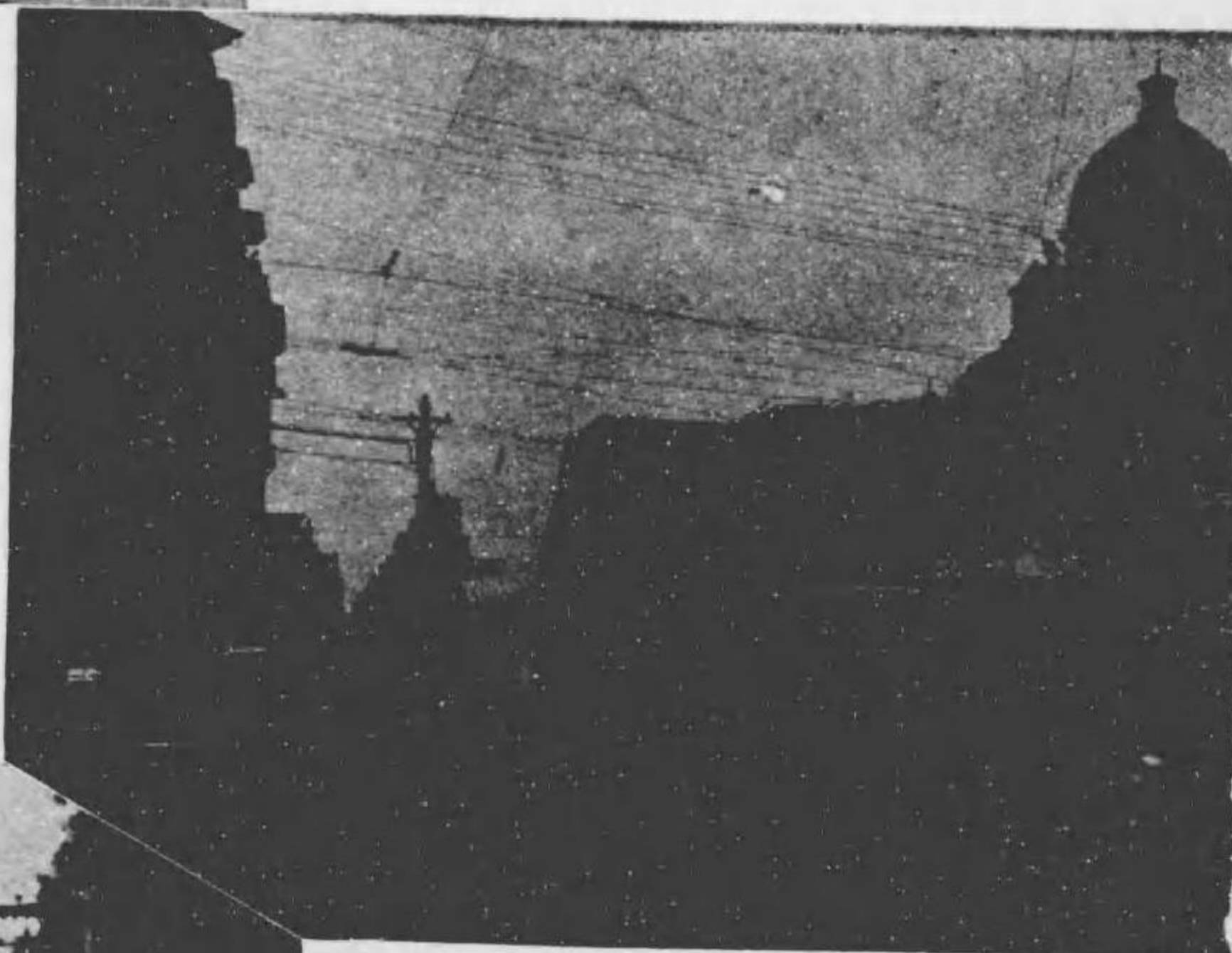
City Center in Japan



Wide, paved roads in busy sections of Japanese cities are flanked on both sides with modern buildings of brick and steel. The structures them-



selves vie with the best in the world while the shops within sell articles that are second to none in quality at moderate prices. The photos, from



top to bottom, show the famous Ginza, Tokyo; Isezaki-cho, Yokohama, Sakae-machi, Nagoya and Dotonbori, Osaka,



Situation & Area: The Japanese Empire, lying along the eastern coast of the Continent of Asia diagonally for some 4,800 kilometers, from the sub-arctic waters in the north to the tropical seas of the south, occupies the area between Latitude 21° 45' and 50° 56' north and Longitudes 119° 18' and 156° 32' east. It consists of Honshu (Main Island), Kyushu, Shikoku, Hokkaido, Taiwan (Formosa), southern half of Karafuto (Saghalien), and the Peninsula of Chosen (Korea), together with an innumerable number of smaller islands, covering an area of 675,383 square kilometers. The first four islands are referred to as Japan Proper. There are, also, under Japanese Rule, the leased territory of Kwantung Province and the Mandated Islands of the South Seas.

The Empire is characterized by its generally mountainous and volcanic topography, with countless rivers and lakes which have given Japan world-wide fame for their intrinsically beautiful landscapes. The most conspicuous mountain ranges are, in the west and south, two branches of the Kwenlun system of China, of which the Chugoku range traverses Kyushu and finds its way into the middle part of Honshu, while the other coming from Shikoku also enters the middle of Honshu. In the north there is the Karafuto system which forms the ridges in Hokkaido and northern Honshu. These ranges meet in the central part of Honshu producing upheavals popularly known among mountaineers as the Japan Alps and prominent peaks such as the majestic Fujiyama, known for its symmetrical beauty. Many volcanoes which are now mostly dormant or extinct are found in these ranges.

Due to the insular position and complicated topography of the Empire, rivers are comparatively short and of rapid current. They are not navigable for large sea-going vessels, but owing to frequent rainfalls they are particularly adaptable for irrigation and hydraulic power generation purposes. There are many lakes, most of them small in size, which add much to the scenic beauty of the Island Empire. Lake Biwa, located in the central part of Honshu, is the largest in the country.

位置及面積 大日本帝國は亞細亞大陸の東に沿ひ斜に北東より西南に、樺太の南半、千島列島、北海道、本州、四國、九州及臺灣の順に占在する日本列島と朝鮮半島から成つてゐる。位置は北緯二一度四分より同五〇度五六分、東經一一九度から同一五六度三二分の間に在り、東西三二度三一分、南北二九度五四分に五つてゐる。面積は六七五、三九一平方千米でこの中臺灣、朝鮮を除いた内地面積は三八二、五四五平方千米であり總面積の五六%に當る。

氣候 は地形が南北に夥しく長い爲兩極地は相當に差異を有するが、概ね北溫帶圈に在るので溫和な氣候と四季に恵まれてをり、本州の南端に於ける平均溫度は攝氏一七度七分であり、北端のそれは同九度三分である。全體的に見れば寒暖中和の氣候で暑熱の人を害する事なく、寒氣稼穡を妨ぐるの地又稀で、剩さへ風光明媚に富む吾國は樂園と稱せられるも又宜なるかなと云ひ得る。

人口 昭和十五年十月一日に施行された第五回國勢調査の人口確定数は、總數一〇五、二二六、一〇一人で、五年前のそれと比較すると五、五二八、五四六人の増加である。内地人口は七三、一一四人で、男は三六、五六六、〇一〇人、女は三六、五四八、二九八人である。

政治 大日本帝國は立憲君主國であり、世界に比類なき萬世一系の天皇陛下が御親裁遊ばさる光輝ある國體である。諮問機關として樞密院があり、立法機關は貴族院（四〇八名）、衆議院（四六六名）より成る帝國議會に依つて行はれる。内閣は總理大臣首班の下に外務、内務、大藏、陸軍、海軍、司法、文部、農林、商工、逓信、鐵道、拓務、厚生、大東亞省の各大臣を以て組織される。又大政翼賛會の存在は戰時體勢を一層強化に導く基礎をなしてゐる。

宗教 は吾國の神教と外國より傳來せる佛教及基督教が廣く行はれ、昭和十四年度に於ける統計

Climate: Japan extends over many degrees of latitude, from the Kurile Islands in the north to Formosa in the south, and in consequence, there is a great variety of climate and temperature. The central part of the country, covering Honshu, Shikoku and Kyushu, lies, however, within the temperate zone and has an average temperature ranging from 16.7° C. at the southern end to 9.3° C. at the northern extremity.

Owing to its location on the Pacific, Japan has a relatively higher humidity and a heavier rainfall than is found over continental areas. Precipitation is greater as a rule in the south-western parts of the country than in the north-eastern, and in the summer, there is a larger rainfall on the Pacific seaboard than on the Japan Sea side of the country, the reverse being the case in winter. The rainy season (Tsuyu or Bai-u), which is welcomed by the farmers as a fitting time for rice-planting, sets in about the middle of June and lasts three or four weeks.

Northern Japan is covered with snow for two or three months in the winter, the fall being heavier on the west coast than on the east. In the southern parts of the country, however, snowstorms are a rarity, and when snow falls, it seldom lies on the ground for more than a day or so.

Population: The population of the whole Empire of Japan as indicated by the 1940 census was 105,226,101, an increase of 5,528,546 during the five-year period since 1935 and 12,830,060 during the ten-year period since 1930. Japan Proper, according to the same census, has 73,114,308, as compared with 69,254,148 in 1935; Chosen, 24,326,327 (22,899,038); Taiwan, 5,872,084 (5,212,426); Karafuto, 414,891 (331,943); Kwantung Province, 1,367,334 (1,134,081); and the South Sea Islands, 131,157 (102,537).

Administration: Japan is a constitutional monarchy, His Majesty the Emperor ruling from an unbroken line of ancestors since the first Emperor Jimmu (660 B.C.). In 1940, the 2,600th Anniversary of the Founding of the Japanese Empire was celebrated. The Constitution was voluntarily granted by the generous and farsighted Emperor Meiji on February 11th, 1889, and the first session of the Imperial Diet was held in the following year. The representatives of the people in the Imperial Diet participate in the ruling of the State, but have no sovereign power, which belongs entirely to the Throne and all power is exercised in His name only. The Japanese Reigning House is the oldest in the world and,

は日本内地の神社数一〇、二三八、神教徒一七、六七〇、六〇五名、佛教の寺院数七一、三二六、教會所数七、七五三、佛教徒四二、二四九、二二九名、基督教會數二、一〇四、基督教徒三二五、三〇七名を示してゐる。

教育 の普及發達は日本が世界に誇るものゝ一つで、學齡兒童就學比較は九九・五六%を降る事なく、人口一、〇〇〇人につき生徒數は初等教育一九二人、中等教育一八人、高等專門教育一・七人、大學教育一・一人の割合で、結局一、〇〇〇人の中二・二・八人は修學中であり、國民教育の徹底はその優秀性と共に比類なき存在である。

交通・通信 は共に近來急速な發展普及を完成し、現在日本の交通及通信機關は質量共に世界に冠たるものである。大東亞戰爭の勃發は是等機關の總てに甚だ過大なる要求を課してはゐるが、充分これに對應しゆく力量は確かに世界第一の折紙を附す價值がある。

産業 は大東亞戰爭勃發以前より米英の對日經濟封鎖に對應すべく、各産業部門とも自重的生産力擴充に邁進、官民一致して外國資源より脱却し如何なる戰時體制にも耐へ得る様、數年に互る眞剣な研究實踐は今日誇るべき偉大な戰時産業體制を完成した。

大東亞戰爭開始以來既に一ケ年、否支那事變を數へて滿五ケ年、消耗しつゝありと目された吾國力は各生産部門とも強固なる原料供給圈を獲得したので、産業技術の急激なる發達は吾が陸海軍の輝かしい戰果に併行して、聊かもその求むるところを缺かさないのである。

昭和十七年度に於ける産業部門中の白眉は、重輕工業及化學工業等を主班とする所謂軍需工業であり、これに次いで廣く滿洲、蒙疆、北中支、南洋方面の資源開發に依り過分なる原料を獲得せる鑛業である。農業は従前に比較して著しく農業人口を減少せしめたるにも不拘、米、麥等の増收は驚異的であり、その他主要農産物の増産は依然吾が國産業の大宗として力強い存在を示してゐる。水産、畜産、林産も夫々各分野に於て夥しい増産をとげたので、各産業共戰時體制如何に永續するも衰へるところなく、反つて大陸及南方資源の増加に依り一層吾が産業を發展せしむるばかりである

in stability and historical continuity, the Japanese monarchy is unique in history.

The Imperial Diet consists of the House of Peers (composed of 408 members in June, 1939) and the House of Representatives of 466 members, elected for 4 years by universal adult male suffrage.

The Emperor exercises the whole of the executive powers with the advice and assistance of the Cabinet Ministers, and with the help of a Privy Council on important matters of State. The highest central administrative organ is the Cabinet which is organized by Ministers of State who are at the same time chiefs of different departments of the Government comprising 14 Departments—Foreign Affairs, Home Affairs, Finance, War, Navy, Justice, Education, Agriculture and Forestry, Commerce and Industry, Communications, Railways, Overseas Affairs and Public Welfare. With the progress in the War, however, the Department of Overseas Affairs was dissolved and the Ministry of Greater East Asiatic Affairs was newly created in November in order to facilitate the reconstruction work in this sphere.

For purposes of local administration Japan Proper is divided into 47 prefectures, more accurately, 1 'do' (Hokkaido), 3 'fu' (Tokyo-fu, Osaka-fu, and Kyoto-fu), and 43 'ken.' Each prefecture is self-governing body, and is presided over by a prefectural governor appointed by the Central Government. All cities with a population of over 30,000 have their own municipal government, and towns and villages have similar systems, on a small scale. Chosen, Taiwan and Karafuto (southern Saghalien) are under Colonial Administration, together with the leased territory of the Kwantung Province and the Mandated Islands in the South Seas.

Religion: There are in Japan three principal religions, Shintoism, Buddhism, and Christianity, of which the latter two are of alien origin while the first is a native religion. The State treats these three religions with equal tolerance and perfect fairness, strictly in conformity with the Constitution which guarantees absolute freedom of faith.

Shintoism (the Way of the Gods), the indigenous cult of Japan that has existed from time immemorial, is essentially a system of nature-worship and ancestor-worship, with special application to the rites and ceremonies performed to pay homage to the Imperial ancestors among whom stands foremost the Sun-Goddess, the Great Ancestress of the Imperial House, whose line has extended unbroken for thousands of years to the present day, and

to the spirits of warriors of worthy deeds and loyal subjects of renowned service. Present-day Shinto is of two types: namely, the official or national cult, which is represented by the shrines, and the cults of the Shinto sects, which are placed on the same footing as other religious bodies. The number of shrines which belong to the official cult was 110,439 in 1937, and that of the adherents of the Shinto sects, 13 in all, totaled 17,317,276.

Buddhism first entered Japan via Chosen in the sixth century when the King of Chosen presented Sutras (scriptures) and images of Buddha to the Imperial Court. It was only after half a century that the Buddhist religion obtained a firm footing at the Court and in the country. Not only did Buddhism become the religion of the Court, but a code was issued and the national administration was organized on the basis of Buddhist teachings. Many of the most celebrated temples and monasteries date from this time.

Buddhism gained popularity among the people as it appealed to the deepest instincts of the human heart. The Buddhism brought over to Japan was a developed form of the Northern Chinese. At first there were no sects, but many appeared as the religion developed. It was Chinese in its main features for a long time, the influence of the national genius having affected it but little. During the five centuries between 794 and 1185, owing to the efforts of two great priests, Dengyo-Daishi, the founder of the Tendai sect, and Kobo-Daishi, the founder of the Shingon sect, the strong dual aspect of Buddhism was developed. Since then many sects arose. At present there are 12 sects of Buddhism, the number of temples being 7,241 in 1937, and that of adherents, 42,268,430.

Christianity dates with the landing of St. Francis Xavier in 1549 and till 1637 when the Shimabara rebellion was suppressed, it had gained a great influence among military commanders in Kyushu. For more than two centuries thenceforward Christianity was forbidden under penalty of severe punishment till the country was thrown open to foreign intercourse about the middle of the 19th century. There are some twenty-four Christian sects in Japan, whose members are estimated at 334,898, of which the larger sects are those of the Roman Catholics, Presbyterians, Episcopalians, Methodists, and Congregationalists.

Education: The modern educational system was established in 1872, when elementary education was made compulsory. All school education in Japan is controlled by the Govern-

ment, being partly entrusted to local public bodies such as the prefectural councils, towns and villages. There are more than 26,000 schools of various kinds and grades, which are attended every year by over 14,000,000 pupils.

The term of compulsory education was 6 years but with the establishment of the National School System in 1941, it was extended to 8 years. The entire term of the national school is divided into two courses, primary and higher, the former extending to six and the latter to two years. National schools connect with middle or secondary schools at the end of the sixth year, there being no change in this respect. The difference lies in the fact that hitherto the primary course of 6 years alone was the term of compulsory education, whereas the higher course of 2 years as well has now been included in it through the present reform. This means that the original ideal with which Japan's elementary education system was first established has come to be realized in full after the lapse of three-quarters of a century.

Since the establishment of its system, the elementary education in Japan has attained a remarkable development. Boys and girls who have attained full six years must, under any circumstances, enter a primary school. The rate of primary school attendance at present is as high as 99.58 per cent. The number of pupils is 11,560,000, for which there are 258,000 teachers. The ratio between the teachers and the school children is 1 to 44.

There are about 18,000 secondary schools, in which are included middle schools for boys, girls' high schools, business schools and business continuation schools. The number of the middle schools is 555, the objects of which being to give a five-year course in such subjects as ethics, Japanese language and literature, Chinese classics, foreign languages, history, geography, mathematics, natural history, physics, and chemistry, law and economics technical studies, drawing, singing, and gymnastics. The girls' high schools, corresponding to boys' middle schools, have a four or five-year course. There are 970 girls' high schools. There are 32 higher schools where courses of three to seven years are given preparatory to the university course.

There are 45 universities, State, public and private, of which the Tokyo Imperial University (founded in 1886) is the oldest. Keio Waseda and Meiji are best known among the private universities.

Among many vocational schools of high grade are 18 technological, 11 agricultural, 11 commercial, and 2 merchant marine schools,

where advanced courses are given in their respective subjects for the graduates of secondary schools. There are 102 normal schools and 4 higher normal schools for men and women, and 5 institutes for training teachers. In addition there are 78 schools for the blind, 62 schools for the deaf and dumb, and 1,912 miscellaneous schools.

Justice: The Japanese Courts of Justice consist of Local Courts, District Courts, Courts of Appeal and the Supreme Court. The Local Courts are held by single judge; District Courts and Courts of Appeal are collegiate courts, divided into several divisions, each consisting of three judges; the Supreme Court is also a collegiate court, divided into divisions, in each of which five judges sit. In addition to these ordinary courts, there is the Court of Administration to deal with actions regarding individual rights encroached upon by all illegal administrative dispositions. All proceedings are oral unless otherwise provided for by the law. An appeal against a judgement rendered in the 1st Instance by a District Court to a Local Court must be lodged within one month from the service of the judgement. The Jury System Law, enacted in 1923, was enforced on October 1, 1928. The special feature of the Japanese Jury System is that it does not authorize inquiry into crimes, its function being only to decide whether the accused is guilty or not, so that its decision has no binding power on the opinions of the judges as is the case with the Occidental system.

Transportation & Communications: Railways were introduced into Japan in 1872, when a line between Tokyo and Yokohama was opened to traffic. Ever since that time the railway system has made such rapid strides that the lines run lengthwise and crosswise throughout the whole country, every important part of Japan being conveniently accessible. At present, the total length of the State Railways open to traffic is approximately 18,000 kilometers, and the length of local railways, about 7,000 kilometers. A considerable portion of all the railways in Japan is electrified.

Some of the notable features of Japanese railways are, firstly, its ownership and management by the State. The nationalization of the railways was effected in 1907, the Government acquiring all the railway lines with the exception of feeders and lines of local importance. Secondly, the number of freight vans is smaller than that of passenger coaches as unique facilities are offered by water transportation. Thirdly, due to the rolling characteristics of the country which permit comparatively a

small number of vehicles to be attached to a train, the number of locomotives is very large for that of other vehicles. The use of the railway service is very popular and a large number of passengers undertake short journeys, resulting in larger revenue in fare receipts than freight receipts. The Japanese railways are known throughout the world for the punctuality of their services.

The first submarine tunnel to be bored in Japan, the Kwanmon Tunnel, was started in 1936 and completed early in 1941. Tracks were subsequently laid and it was opened for freight and passenger services in 1942.

Japan ranks third among the shipowing nations in the world. Being an insular country, Japan depends, in a large degree, on her merchantile tonnage. Vessels of the Nippon Yusen Kaisya, Osaka Shosen Kaisha, Yamashita Steamship Company, Dairen Steamship Company, Mitsui & Company, Kawasaki Kisen Kaisha, Kokusai Kisen Kaisha, Toa Kaiun K.K., Kita Nippon Kisen Kaisha, Daido Kaiun K.K., Nanyo Kaiun K.K., and others are contributing greatly toward the country's cause.

Introduced in the early years of Meiji, the postal system has seen phenomenal growth to become one of the institutions comparable to postal services of any other country. The telegraph, telephone and radio services have attained the highest occidental standards. The radiophone service connects several important cities in China, Manchoukuo and Europe with Japan.

Air traffic was inaugurated some ten years ago. With the opening of an air-mail service between Japan and Chosen in 1929, rapid expansion in the field of aviation has taken place. Today an increasing number of passenger air services are maintained by the Dai-Nippon Airways and two other companies, the routes of which, in combination with Manchurian Airway and Central China Airway Lines, touching at large cities over the wide expanse

of East Asia.

Principal Cities: Tokyo is the largest city with a population of 6,778,804 at the census of October 1, 1940, followed by Osaka with 3,252,340; Nagoya, 1,328,084; Kyoto, 1,089,726; Yokohama, 968,091; and Kobe, 967,234. A total of 37 cities have each a population exceeding 100,000. Hiroshima has 343,968 and Kawasaki, 300,777, followed by Nagasaki, Saseho, Shizuoka, Sendai, Kure, Sapporo, Hakodate, each with more than 200,000, and Yokosuka, Himeji, Amagasaki, Nishinomiya, Niigata, Toyohashi, Hamamatsu, Kofu, Gifu, Kanazawa, Toyama, Okayama, Shimonoseki, Ube, Wakayama, Tokushima, Takamatsu, Matsuyama, Kochi, Kumamoto, Kagoshima, Otaru and Muroran, each with more than 100,000 but less than 200,000.

Currency: The unit of value is yen (0.75 gram of pure gold). The pieces coined are: gold coins (5, 10, 20 yen), silver coins (50 sen), nickel coins (5, 10 sen), and copper coin (1 sen). To meet the increasing requirements of subsidiary coins, an emergency law was promulgated in June, 1938. It consists of subsidiary coins of (aluminium and copper) 10-sen, 5-sen and 1-sen, and of paper notes of a small denomination of 50-sen. A yen equals 100 sen and a sen, 10 rin. The notes of the Bank of Japan are legal tender to any extent, of which in common use are the following denominations, 1, 5, 10 and 100 yen. The total amount of notes in circulation at the end of 1939 was ¥3,679,030,531.

Weights and Measures: Those in official use are the Metric System but the old standards, too long in general use to be discarded at once, are as follows: 1 kin (160 momme)=1.322 lbs.; 1 kwan (1,000 momme)=8.267 lbs.; 1 shaku (10 sun)=11.930 inches; 1 ken (6 shaku)=5.965 feet; 1 cho (60 ken)=0.0678 mile; 1 ri (36 cho)=2.44 miles; 1 tsubo=3.954 sq. yds.; 1 chobu=2.45 acres; 1 koku (10 to or 100 sho)=39.725 gallons.

Principal Productions and Industries

To cope with the ever-changing international situation, the Japanese Government adopted a policy of devoting strenuous efforts in exploiting natural resources and at the same time, in expanding the producing capacity.

On the first day of the prefectural economic chiefs' conference held in the early part of 1941, the Commerce Minister emphasized the need of increasing the production of iron, steel and coal, and solicited the co-operation of the public toward this end. Four months

later, during a regular Cabinet session, an increase in the output of vital materials was again stressed and a close collaboration was vouched among the Commerce & Industry, Communications and Welfare Ministries. As a result, many expeditions were sent to the Chinese continent, Chishima Islands and elsewhere to exploit various new mineral resources.

AGRICULTURE: Japan Proper has a total area of 381,872 square kilometers, representing little over half that of the whole Empire.

The arable land of Japan Proper, all of which is intensively cultivated, totals 59,409 square kilometers (14,680,557 acres), classified approximately as follows: paddy (rice) field, 31,924 square kilometers (7,888,894, acres); upland (which also includes land on which rice is grown), 27,485 square kilometers (6,791,711 acres). Thus it will be noted that only about 15 per cent of the total area of Japan Proper is arable land. The balance of 85 per cent consists of city, town and village areas, mountains, lakes, rivers, forest and wasteland. The cultivated areas are cut up into comparatively small farms. The nature and manner of cultivation of the principal crops, rice, and mulberry leaves for silkworm feeding, require hand-work almost wholly so that little modern labor-saving machinery can be utilized. On the uplands, where wheat, barley, etc. are grown, the individual holdings are so small that the farmer is not justified in going to the expense of machinery. In Japan, therefore, agriculture is generally carried on by age-old methods. In Hokkaido, where some of the farms are larger than those of the mainland, modern appliances are used to a greater extent in the cultivation of crops.

Rice is the Japanese staple crop, a sufficient quantity of which is raised to supply the home demand. Every available patch of arable lowland suited to irrigation, and all uplands that can be irrigated, are planted with rice. The average annual crop in Japan Proper during the three years, 1937-39 inclusive, was 67,063,000 koku.

In 1939, the rice crop in Japan Proper was 68,997,000 koku, an increase of 4.7 per cent over the previous year's figure, but a slight decrease was recorded for 1940 and 1941. However, in 1942, an increase of at least 20 per cent has become definite, thus stabilizing the food-stuff problem under wartime condition. The rice crop in Chosen totaled 14,356,000 koku in 1939, but since there is plenty of room left for an increase, plans are being drafted for boosting the annual yield. Yield of rice crops during the three years beginning 1937 in Japan Proper, Chosen and Taiwan is given below:

YIELD OF RICE CROPS (in 1,000 koku)				
	Japan Proper	Chosen	Taiwan	Total
1937	66,320	26,797	9,234	102,350
1938	65,869	24,139	9,817	99,825
1939	68,997	14,356	9,152	92,505

Barley, wheat, beans and other field staples are the principal crops of the upland farms. Some of these are cultivated extensively as a second crop after rice. The following table shows yield of cereal crops for the years 1937,

1938 and 1939 (in 1,000 koku):

	1937	1938	1939
Rice	66,320	65,869	68,997
Wheat	9,996	8,972	12,113
Barley	6,879	6,325	7,764
Naked Barley	5,960	5,114	6,730

(One koku equals about 5.119 bushels)

Sericulture: Japan is the largest silk producing country in the world accounting for about 80 per cent of total world output. The value of cocoons made up 8.9 per cent of the total value of Japanese agricultural products in 1938, and 33 per cent of the agrarian households is connected with the sericultural industry.

The phenomenal growth of the sericultural industry in the last fifty years has been due mainly to the existence of a strong foreign demand. From 70 to 85 per cent of the raw silk produced in the country is supplied to the world markets, but in 1938 this ratio fell to 66 per cent, with subsequent falls after the inception of the War of Greater East Asia.

The number of cocoon-raising households in Japan, which stood at 1,670,000 in 1915, gradually increased until it exceeded 2,217,000 in 1929, which bore a percentage of 40 to the total number of agricultural families. The number of households engaged in cocoon-raising in 1938 was 1,696,300. The following table gives the quantity and value of annual cocoon production in Japan for the five-year period beginning 1936.

	Output (in 1,000 kwan)	Value (in ¥1,000)
1936	82,892	380,640
1937	85,972	419,610
1938	75,256	346,035
1939	90,813	882,918
1940	40,546	862,454

(One kwan equals about 8.26 lbs.)

The production of raw silk has increased five-fold between 1905 and 1934. Total output exceeded 12 million kwan in the latter year, but fell to 11.5 million kwan in 1938. The output of cocoons during 1939 totaled 90,813,000 kwan, an increase of 20.7 per cent compared with the previous year, and the highest figure since 1933. The 1939 cocoon crop was valued at ¥882,918,000, a record figure and an increase of 155 per cent over 1938. Raw silk is the principal export of Japan. It constituted about 21 per cent of the total amount of the country's exports in 1937, and aggregated ¥467,118,000 in value.

Tea: The quantity of tea grown and the quantity exported do not vary greatly from year to year. The principal centers of the green tea grown for export are the prefectures of Shizuoka and Miye. Kyoto Prefecture produces tea for domestic consumption. The Uji district, south of Kyoto, has long been known

in home markets for its production of choice tea of that distinctive flavor so popular among Japanese. The results of recent laboratory tests show that Japanese green tea contains the valuable Vitamin C which is not found in black tea. Production of tea in 1940 aggregated 15,528,200 kwan valued at ¥71,870,000.

Stock-farming: Owing to the absence of good pastures due to unsuitable climatic conditions and, moreover, to the abundance of fish, stock-farming had not thrived in Japan. In recent years, however, the increasing demand for meat, milk and butter, has given an impetus to this industry, especially to dairy-farming, which is making a rapid headway. Shipments of dairy products, mainly cheese, butter and milk products, have been showing remarkable increases during the past few years. The total milk output has increased by over 300 per cent during the past two decades, and the chief butter producing districts are in Hokkaido and the northeastern part of the mainland.

Fruit Growing: It has made remarkable progress in recent years. Most fruits produced in Japan are of excellent flavor and consist of melon, strawberry, loquat, fig, cherry, peach, pear, apple, persimmon, banana, Japanese mandarin and navel oranges, watermelon, grapes, etc.

Mining: Mining is an ancient industry of Japan but apart from copper, deposits are not extensive. In February, 1941, however, a rich iron deposit was found in Hainan Island. Mining engineers were dispatched immediately and following numerous surveys and experiments in concert with the mineralogists from the Tokyo Imperial University, it was ascertained that the deposit here is no less than 400 million tons, by far, the richest in the whole of East Asia.

Most of the gold and silver produced in the country is found in Kyushu, and copper, in the mainland and Shikoku. The most valuable mineral products of Japan are coal, copper, petroleum, etc.

Coal found in Japan are bituminous and lignite and are of tertiary formation. The Kyushu and Hokkaido deposits are the most extensive and valuable. In 1937, coal was exported to the amount of one million tons, principally to China, Hongkong, the Straits Settlements and the Philippines. The imports mainly from Manchoukuo, China, and French Indo-China, totaled over four million tons.

Japan was at one time the second largest copper-producing country in the world, but depression following the World War curtailed the production. The total amount of copper produced in Japan in 1936 was 79,000 tons.

The petroleum deposits are located in several prefectures. The output of crude oil in Japan is far from sufficient and a great deal is imported.

Fisheries: Surrounded by seas and favored with good fishing grounds and a strong domestic demand for aquatic products, Japan ranks first as a fishing country in the world. In the volume as well as in the value of catches she stands far ahead of her nearest rivals. Aquatic products command a dominant role in the fare of the Japanese people and take a similar position as that of pastoral products in some of the western countries. With the adoption of modern fishing implements and crafts, the industry has greatly increased its area of operation and for many years past, her vessels have been actively engaged not only in the near-seas but in the eastern Pacific, the South Seas and in the Antarctic.

The value of catches of late has become second to that of agricultural output. In the fiscal year ended March, 1939, the total catches in Japan Proper were valued at approximately ¥403,000,000. Of this amount, over 60 per cent was represented by coastwise fishery. It is estimated, the total value of annual catches has trebled in the last decade and a half, while volume has nearly doubled.

CHIEF MARINE PRODUCTS OF 1938* (in thousands of yen)

Herring	2,674
Sardine & Anchovy	42,363
Bonito	2,976
Mackerel	10,892
Tunny	6,175
Yellow tails	10,864
Sea breams, red & black	14,080
Paralichthys & flat-fish	5,856
Cybiun	2,613
Horse Mackerels	6,651
Grey Mullet	3,147
Salmons	13,034
Eels	2,476
Sea-eels	2,404
Shrimps, prawns and lobsters	10,297
Cuttle-fish and squid	19,827
Others	92,566

TOTAL 248,895

* Source: Department of Agriculture & Forestry.

The principal kinds of fish and shell-fish that are used as articles of food are, for the whole of the country, tunny, flat-fish, yellow-tail, etc. For the central and southern districts, bonito, sardine, mackerel, tunny, oyster, clam, prawn, lobster, etc., and in the northern districts, herring, cod, salmon, crab, etc. Marine products for export have good market in China where dried cuttle-fish, shark's fins, etc., are much in demand. Canned salmon, trout, sardine, tunny, crab, prawns, preserved cod and

mackerel, fish oil, potassium iodine from seaweed, etc., are the products for other markets.

The total value of marine products in 1938 amounted to over ¥631 million, of which ¥289 million accounted for coastal fishing; ¥30 million for aquiculture; ¥111 million for open-sea fishing; ¥15 million for Antarctic whaling; ¥15 million for floating salmon canneries operating near the coast of Kamchatka and in the Bering Sea and ¥11 million for floating crab canneries operating in the northern waters and in the Bering Sea. Of the coastal fishery products, fresh fish ranked foremost with an aggregate value of ¥180 million; followed by crustaceans and mollusca valued at ¥31 million; seaweeds at ¥15 million; shell-fishes at nearly ¥11 million.

Salt produced in Japan Proper is extracted almost entirely from the brine and refined by means of artificial heating, though in Taiwan and Kwantung the solar heating system prevails. The districts bordering the Inland Sea are the center of production. Her demand for industrial salt is about twice that of edible salt and this requirement is met by imports. Plans are made to increase salt production in Manchoukuo and North China to meet the Japanese demand. The salt production in Japan, which totaled 500,000 tons in 1937, is placed under Government monopoly.

Forestry: Unlike those of the Asiatic Continent, most of the mountains in Japan Proper are thickly wooded due to the abundant rainfall. The wooded areas add greatly to the attractiveness of Japan's natural scenery. The most extensive wooded districts are in Hokkaido, in Akita Prefecture, near Kiso, in Nara, Wakayama and Miyazaki Prefectures, and on the Japan Sea slope of the northeast part of the mainland.

Paper Manufacture: The pulp manufacturing industry has expanded with phenomenal activity owing to the sudden increase in demand for wood pulp of late years as a result of the great development in paper, rayon, cellophane and staple fiber industries. The total value of paper output in 1935 was ¥225,000,000, of which printing paper accounted for ¥90,000,000. As for the Japanese Paper, hanshi was valued at ¥7,000,000 and mino-gami at nearly ¥2,000,000.

Manufacturing Industry: From the standpoint of the value of production, the manufacturing industry accounted for approximately 70 per cent of the value of output from all industries or nearly ¥20,000 million. The industry has expanded rapidly and the value of production almost trebled in the decade prior to 1937.

In the relative importance of the manufacturing enterprises among all industries in production value, the share of the former soared from 59 per cent to 90 per cent in the corresponding period.

The metallic industry comes first in the value of production. The returns of the Department of Commerce and Industry for 1938 show that it accounted for 23.8 per cent of the total production of all manufacturing pursuits, followed by the textile industry with 20.3 per cent, the machine and tool industry with 19.4 per cent and the chemical industry with 17.6 per cent. Among other important industries are included ceramic, lumbering and wood working, printing and bookbinding, provision, gas and electric, etc.

Textile Industry: The textile industry commands a unique position in the manufacturing industries of Japan. From the viewpoint of the number of factories, scale of employment and value of exports, it continues to hold first rank. The highly skilled labor, efficient and up-to-date equipment and propinquity to markets are the factors which contributed in no small way to the success of this industry.

Of the total output of yarn in 1936, more than 70 per cent was sold for home consumption. In the foreign trade, India took about half of the total value or over ¥18 million. But of the exports of cotton textiles amounting to nearly ¥500 million, India led the others by purchasing over ¥72 million. The largest cotton mills are in Osaka, the industrial center of Japan. Silk spinning is also an important industry. The leading districts for the production of silk goods, crepe de chine, and habutae are in Kyoto, Shiga, Fukui and Ishikawa prefectures.

Remarkable has been the development of the rayon industry in Japan. In 1928 the output of yarn was only 4.5 per cent of the world's total, in 1937 it represented over 28 per cent. This outstanding growth is due to technical improvements and to a strong foreign demand. The exports of yarn in the same year were nearly ¥300 million, of which the shipments to Kwantung Province and India were the greatest. The exports of rayon tissues, ¥150 million in value, were principally to India and Australia.

Electricity: Being a mountainous country, Japan has ample waterpower everywhere, much of it in volume capable of utilizing for generating electricity. The annual report of the Electric Bureau of the Communications Department states that there were in use over 42 million electric lights, over 6 thousands kilometers of electric railways and tramways.

Foreign visitors to Japan are surprised to find that even the small fishing hamlets are supplied with electricity, both on the streets and in the homes. The first hydro-electric power plant in Japan was established in 1891. The first steam power-plant was placed in operation in 1887, in Tokyo. Electric trams are in operation in the principal cities and towns, in many of the large villages, and in and around many noted resorts. Several sections of the Government Railways have also been electrified. So rapid has been the development of the electrical industry that it commands the largest capital investment in industrial circles.

Rubber Industry: This is a new industry in Japan, but now that vast rubber plantations in the Southern Regions are accessible, leaping developments are foreseen.

Fertilizers: The fertilizers used in Japan may be roughly divided into two kinds, namely,

natural or self-supplying fertilizers and artificial or commercial fertilizers. The former are such as green manure, night soil, etc. The latter comprise fish-waste, oil-cake, chemical fertilizers. Owing to an increase in the demand for fertilizer accompanying the progress of agriculture and the development of the chemical industry, the production of chemical fertilizers has of late greatly increased.

Artistic Industry: Japanese high-grade porcelain, lacquer and bamboo wares, silk and embroideries, kimono, brocades, cloisonné, damascene, etc., distinctive in their characteristic designs and superior quality, are known throughout the world. The most artistic fine-art products in lacquer are made in Kyoto, Ishikawa, Shizuoka and Wakayama Prefectures; porcelain, cloisonné, etc., in Kyoto, Saga, Gifu and Aichi Prefectures; silks and embroideries in Kyoto, Fukui, Ishikawa and Aichi Prefectures.

Foreign Trade

Following the outbreak of the China Affair, Japan placed priority in securing as much foreign exchange as possible, but the inception of war in Europe marked a turning point in the country's trade policy. In May, 1941, the Trade Control Ordinance was promulgated to carry out a planned trade and to ensure, at the same time, the import of necessary materials.

Meanwhile, in order to regulate the Empire's trade with the Southern Regions, the Commerce & Industry Ministry promulgated on December 29, 1940, the South Seas Trade Adjustment Ordinance. In accordance with the stipulations contained therein, purchasing companies or associations for respective commodities as well as the trading districts were designated, thus enforcing a control over foreign trade of Japan with countries in the common prosperity sphere.

On February 17, 1941, the Government submitted trade returns to a Committee deliberating a revision bill for the Foreign Exchange Control Law. It showed that the total trade amount of Japan during 1940 comprised ¥3,972,400,000 in exports and ¥3,709,035,000 in imports, an increase of ¥39,480,000 or 1 per cent and ¥561,574,000 or 18.6 per cent respectively as compared with the previous year.

In the export trade, although a gain of 1 per cent is recorded as a whole, this was due solely to an increase in the early part of the year as exports after August indicated a decline. In the field of import, the figure, reflecting a rise in the import of war materials, showed an increase every month with the exception of May and June.

The following table shows the amount of trade during the 12 months beginning January, 1940, and a comparison with the previous year. (Unit: ¥1,000).

EXPORT			IMPORT		
Month	1940	Gain or Loss over 1939	Month	1940	Gain or Loss over 1939
January	236,425	+ 59,562	January	279,754	+ 64,875
February	314,409	+ 84,280	February	331,874	+ 70,818
March	368,079	+ 84,274	March	379,847	+ 97,999
April	352,743	+ 102,643	April	296,812	+ 57,901
May	403,803	+ 58,100	May	300,601	— 9,516
June	344,655	+ 15,833	June	267,585	— 16,420
July	359,168	+ 14,115	July	281,943	+ 18,067
August	317,255	— 59,836	August	286,386	+ 40,099
September	277,202	— 105,754	September	281,614	+ 62,451
October	316,567	— 35,184	October	314,734	+ 67,722
November	330,580	— 57,984	November	308,128	+ 79,415
December	351,546	— 118,571	December	397,784	+ 48,163
Total	3,972,400	+ 39,480	Total	3,709,035	+ 581,574

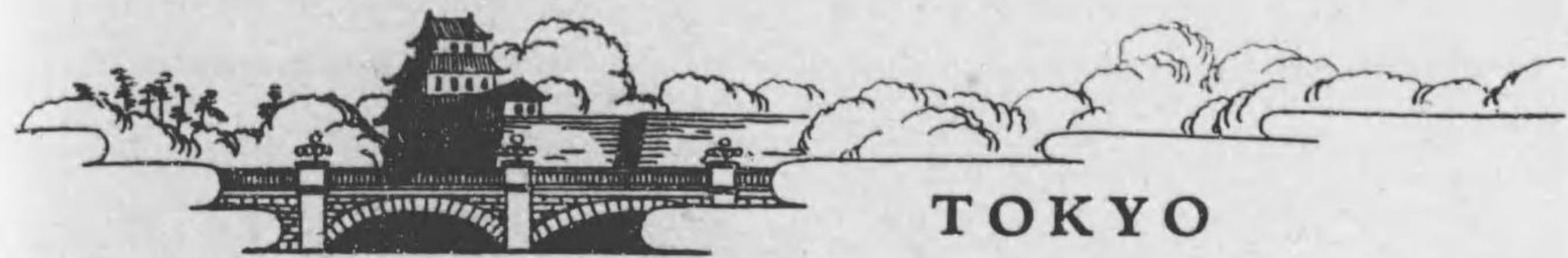
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TOKYO

Tokyo, the biggest city in Japan, and the second largest in the world, is situated on the shores of Tokyo Bay about half an hour distance northeast of Yokohama. It is the seat of the Government of the Japanese Empire.

Back in the fifteenth century, Yedo, the name given to the sprawling village surrounding which the great metropolis of today is built, attracted the eyes of a feudal lord, Ota Dokwan, who gave a decided impetus to its growth by building there the first Castle of Yedo in 1457. Perceiving the remarkable possibilities of this thriving little town, Tokugawa Iyeyasu, first of the Tokugawa Shoguns who were to rule this Island Empire for almost three centuries, chose Yedo as the seat of his administration in 1590. Under his rule the town leaped into life, and from then on, right through the restoration of the Emperor Meiji until the present day, the history of the growth of Tokyo is one of almost unbelievable speed and prosperity, and with a population of 6,778,804 in 1940, it has by no means stopped expanding.

But this remarkable development from swamp to modern city was far from free of interruptions, trials and discouragements. Like all other cities in Asia, earthquakes, fires and floods have taken their toll of life and property. However, each great catastrophe was not without its advantages, for over the devastated areas arose wide paved streets and magnificent modern buildings of steel and concrete.

It was during the Taisho Era that Tokyo received its severest cataclysmic blow when the Great Earthquake of 1923, followed by its disastrous fire, reduced to shambles half of Tokyo. Reconstruction work of unparalleled magnitude and aspirations started immediately, involving billions of yen and calling forth every ounce of energy, courage, and perseverance through a period of seven years. Modern structures of moderate height and durable material appeared as a challenge to further reverses, straight wide streets replaced the narrow tortuous roads, and a new metropolis emerged from the chaos.

Reconstruction, however, did not embrace the entire capital, so today Tokyo is a bewildering maze of the old and new, of the East and West. Straight brick streets run unexpectedly into unpaved, twisting roads, and steel

東京は大東亞共榮圈の中心である大日本帝國の首都で、政治、教育、經濟、交通、文化その他百般の大中心地にして、人口七百萬世界第二の大都會である。關東平野の南部、東京灣の北岸に臨み、地勢概ね平坦、荒川の下流隅田川に跨り、江戸川は東境を、多摩川は西南部を灌溉し、豊饒な關東平野がその背後地をなしてゐる。

この地はもと江戸と稱し、徳川幕府の所在地で凡そ三百年間の長きに亘りその政治の中樞地であつたが、明治元年こゝに帝都を遷して江戸を改め東京と稱した。世界に冠たる大東亞の中樞地として榮ゆる大東京も、今を溯る事千百餘年の昔はアヅマと呼ばれ草深い荒野であつた。江戸の名は隅田川河口、即ち江の門戸に當る處からこゝに住んでゐた秩父四郎重繼がその庄を江戸と呼び、自らも江戸氏と稱したのに始まると云ふ。爾來江戸氏は南北朝の頃迄この地に土着し、室町時代には上杉氏の領地となり、その後太田道灌が長祿元年、紀元二一一七年に江戸城を築いてこれに據つたのが當市の起原である。その後豊臣氏起るや、北條氏の舊領關東を徳川家康に與へたので、家康は江戸を居城となした。そのため江戸は富と權力の中心となり、大小の諸侯各々邸宅を構へ、市民の集るもの多く屢々街衢を改めて市街を擴張した。明治維新の變亂に際しては一時衰頹したが、その後年を追うて再び繁榮を來し帝都としての實を備へた。殊に大正十二年の大震災後には區劃の大整理を行つて近代的都市として面目を一新し、併して近接町村を偏入して世界屈指の大都市となつた斯くて舊來の十五區は一躍三十五を算ふるに到り各種の施設は益々整ひ、文字通りに日進月歩の勢を以て繁榮を加へつゝある。銀座、日本橋淺草等舊來の市街地は勿論、新市域たる大森、蒲田、新宿及び澁谷、池袋附近は殊に賑はつてゐる。東京驛を中心として麴町、日本橋の兩區に亘るビルディング街は偉觀を呈し、麴町丸ノ内地區に通勤するものだけでも毎日五、六萬人を吞吐してゐる有様である。



The Tokyo Commercial & Industrial Museum

(Tokyo Shoko Shorei Kan)

Under the management of the Tokyo Prefectural Government

1, Sanchoe, Marunouchi, Tokyo, Japan

TOKYO, while it is a giant consumer market of 7,000,00 population, is actually the largest center of chemical, mechanical, metal, foodstuff and other miscellaneous industries, and commerce thereof, in the Orient. Centering its activity as a commercial information bureau, the Tokyo Commercial & Industrial Museum, under the able management of the Tokyo Prefectural Government, renders the following duties gratis, viz:—

- 1) Introducing Tokyo-made exporting goods and soliciting inquiries from abroad regarding merchandise manufactured in Tokyo, their manufacturers, or their exporters, and their trade marks, etc.
- 2) Conducting investigation of foreign markets and foreign goods, as well as acting as intermediary in introducing them to the Japanese markets.
- 3) Sponsoring Sample Fairs and Exhibitions of Tokyo merchandise abroad, and assisting the despatch of commercial travellers.
- 4) Publication and free distribution of Catalogue covering merchandise made in Tokyo, Directory of traders in Tokyo, quarterly magazine "Tokyo," etc.
- 5) Holding standing exhibition in the Museum for the purpose of diffusing the knowledge of actual affairs and conditions of the Southern Region of Greater East Asia.
- 6) Besides the above, all other duties for the purpose of facilitating closer business relations and of increasing mutual understanding between this part of the world and the rest.

Overseas Traders desirous of handling Tokyo merchandise are recommended to send in their inquiries to the Museum's Trade Service Dept., where everything will be handled free of charge.

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THE TOKYO COMMERCIAL AND INDUSTRIAL MUSEUM

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buildings tower over humble tile-roofed dwellings; smart Western dress mingle with gay picturesque kimonos, and quaint jinrikisha weave in and out of speeding cars and trams.

The city has numerous parks and gardens, both old and new, like still pools in a bubbling stream of restless humanity. In these retreats, nature is decked in riotous colors and humorous forms, and here the people flock to seek refuge from the strife of city life. Nature has also pushed her way into the heart of the business district by bordering the streets with shady plane-trees and graceful willows. Spanning rivers and canals that meander through the city, bridges grow in number and magnificence, about five hundred of the newer ones being constructed especially to minimize casualties during earthquakes and fires.

Well equipped schools, colleges, and universities as well as libraries, museums, and countless other educational institutions have made Tokyo the leading educational center in East Asia. Educational institutions number over 1,263 with more than 1,100,000 students enrolled, of whom about 800,000 are primary school children. These children study in the best surroundings with magnificent modern equipment. The highly organized teaching system of the primary schools has won international reputation, attracting teachers and educational leaders from distance shores.

The ultra-modern transportation system of Tokyo would vie with that of any other metropolis. Owing to the concentration of populace in the capital, transportation facilities have undergone remarkable developments both in speed and expansion. Today an intricate and efficient network of Government electric railways and subways, private suburban railways, street cars, trams, and buses carry Tokyo's busy throngs and curious tourists back and forth. Trains from every corner of the Empire, with special facilities to and from Yokohama, converge at Tokyo's large stations. At the end of 1937, the official estimate of the mileage of public roads totaled 8,453 kilometers. And since, the system has seen still greater expansion. The city is also the center of air-route linking important cities of Japan, China, Manchoukuo, and the South Sea Islands.

The Tokyo Harbor, considered too shallow for any commercial vessels, underwent a series of improvements, and today, it is quickly being transformed into one of the busiest ports. For many years, discussions had been going on to make the city an international port in order to save re-shipment of goods from Yokohama to the capital. But it was not until the comple-

市には中央集権の爲政上、内閣、各官廳は勿論各國大公使館、各種學校、試験場、圖書館、銀行會社等が置かれてゐるが、神社、佛閣その他主なる名所は次の通りである。

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tion of further harbor facilities in the early part of 1941 that Tokyo began at last to open her port to large vessels.

To facilitate administration, the city proper has been divided into 35 wards, each with its chief, appointed by the Mayor, and a ward council. Each ward in turn is sub-divided into town assemblies which are again divided into neighborhood units comprising small groups of families.

Public utilities, with the exception of police and fire administration, which are under the supervision of the Chief Superintendent of Police, are controlled by the Municipality. Municipal administration is carried out by two bodies, legislative and executive. The former, composed of the Municipal Council and Board of Aldermen, makes the decisions pertaining to municipal affairs; the latter including the Mayor and his officials, carries out these decisions.

Despite many long years of external difficulties, Japan has not undergone any drastic changes in everyday living. 1940 saw the celebrations and the mass rejoicings of the nation in commemoration of the 2600th Anniversary of the Founding of the Japanese Empire. Tokyo, as the focal point of all activities, was crowded to capacity with merry, jubilant people, not only from all parts of the Empire, but also from the four corners of the world, who extended their greetings to a great nation. Numerous exhibits of art, history, and literature were displayed in all their beauty and splendor, and major sports and contests drew record-breaking crowds. There was no stinting of time or energy to make the celebration a truly unforgettable event.

It is in the capital of every empire that the hysteria, caused by unusual strain or difficulty, bursts forth with full ferocity, inevitably followed by tragedy and misery. Yet, unlike so many empire capitals, Tokyo, thronged with her millions of diverse citizens, is free from terror and unrest, and the even tenor of life flows steadily on.

There is no food shortage because of the efficient system of rationing, and social and cultural life continue uninterrupted. Kabuki dramas still bow to spellbound audiences, and many Japanese films and those from friendly countries continue to unroll their tangled tales upon the silver screen. Geisha girls weave their old enchantment, and Takarazuka Girls retain their charm and popularity. Nowhere is the normal way of living disrupted.

Industry: Tokyo is truly a remarkable city because it ranks first not only in population, area, culture, and politics, but also in industry,

commerce, and finance. With the centralization of the Government in Tokyo and the rapid growth of the population, it became an economically important city. Tokyo has from ages past been considered the center of consumption, but it has definitely become the center of production also, for every advantage has been showered upon it—easy communication by land, sea, or air, financial and economic security, and extensive absorption of labor.

The business activities of the whole Empire is clustered around Tokyo Station. Within the very modern, gleaming white buildings that make up the Marunouchi Business District, hums the commercial and industrial life, making Tokyo the most important city in Asia.

In recent years, Tokyo industry has leaped to the fore, and today the capital is the industrial center of Japan, especially in the manufacturing field in which it far surpasses Osaka, known hitherto as the great industrial metropolis in East Asia. The industry suffered terribly from the depression of 1927, but it began a rapid recovery in 1932, and during the next five years, progress was phenomenal due partly to the increase in population and partly to the demands upon the heavy industries such as machinery and tools, metals, and chemicals.

Apart from manufacturing, there are many other important industries such as livestock raising, including meat, hides, milk, eggs, and other dairy products, with a production of 21.08 million yen; agriculture, still carried on in the suburban districts, 13.82 million yen; fishery, an ancient industry centering around Tokyo Bay, 7.7 million yen; forestry, where production is very small because of the rapid disappearance of forest land, ¥94,000.

Commerce: Just as in industry, Tokyo soon acquired supremacy in commerce. Being situated only a few kilometers from Japan's first port, Yokohama, Tokyo represents the major portion of the foreign trade of Yokohama harbor. So rapidly did Tokyo's foreign and domestic trade expand that transportation facilities between Yokohama and the capital and the harbor works of the city itself soon proved inadequate to meet the demands of its markets and of the citizens themselves. Consequently, better facilities for maritime transportation became a dire necessity. Time and again the port underwent a series of improvements, and year by year the number of ships entering its port has greatly increased. The most important harbor imports included coal, wood and timber, cement, rice and cereals, sugar, and foreign paper. The principal shipments from Tokyo harbor consisted of machinery, iron and steel, ores, fer-

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Principal Sights

The Imperial Palace, with its sweeping embankments of velvety green dotted here and there with gnarled pines and completely surrounded by ancient moats, lies serenely undisturbed in the very heart of a throbbing city. The stormy history of the Palace dates back to Ota Dokwan's Yedo Castle, which passed through the powerful hands of the Tokugawas, and finally became the Imperial Residence with the restoration of the Emperor Meiji. The Palace grounds are not open to the public, but an exterior view with the Nijubashi in the foreground is an awe-inspiring sight because of its rare tranquillity and ethereal beauty.

Near the Palace is the new Parliament Building, construction of which started in 1920 and took sixteen years to complete. It is an imposing yet graceful white edifice of reinforced concrete and granite.

Every Japanese city has its shrines and temples, and Tokyo is no exception. The most important shrines are the Meiji Shrine and the Yasukuni Shrine, to which every Japanese citizen, nor matter where his dwelling, be he rich or poor, makes a pilgrimage at least once in his lifetime. The Meiji Shrine, consecrated to the illustrious Emperor Meiji, is one of the most revered of Shinto Shrines. The compound is immense, the actual shrine itself being many kilometers from the gate. Within the shrine, such a profound solemnity pervades the air that even a foreigner is filled with an indefinable sense of awe and reverence in the presence of some sublime power.

The Yasukuni Shrine, guarded by Japan's largest 'torii' built of old guns, is dedicated to the souls of those who sacrificed their lives at the war front. Here, every year in spring and again in the fall, a special memorial service in honor of the dead is held, to which flock the bereaved families and relatives. Many historical relics and trophies of famous battles are on display in the Military Museum within the enclosures.

Famous among the Buddhist Temples is the very old Sengakuji Temple where rests the forty-seven loyal retainers whose heroic tale of mass suicide after avenging the death of their feudal lord is world famous. The most popular temple, however, is the Kwannon Temple which daily attracts thousands of worshippers. It is situated in Asakusa Park, Tokyo's gayest amusement center. The throng that mill around its theaters, cinema-houses, shops, and

stalls, day and night, have almost become legendary.

Other parks of fame and beauty include Ueno Park, especially famous for its zoo, and its vast panorama of cherry blossoms in the spring, besides the museum, library, mausoleum, and schools; Hibiya Park, a foreign style park with a huge concert hall surrounded by a myriad of colorful flowers; Shiba Park, a densely wooded area which contains the Mausoleums of the Tokugawa Shoguns and Zojoji Buddhist Temple.

First among theaters in Japan is the Kabukiza Theater, the edifice being a beautiful work of Japanese architecture. Other include the Nippon Theater, one of the largest with accommodations for thousands of people; the Toho Theater, one of the largest with accommodations for thousands of people; the Toho Theater, home of the Takarazuka Girls' Opera Troupe; the Tokyo Theater, just opposite the Kabukiza Theater; and the Kokusai Theater in Asakusa.

The renowned Ginza is a broad modern thoroughfare flanked with swaying willows and up-to-date shops with attractive show-windows. This is Tokyo's shopping districts de luxe, and here are found Japan's leading department stores, one of the greatest attractions of the Island Empire. In the evenings, tiny quaint stalls, displaying a multitudinous wares of every description, appear along the curb, and Ginza, thronged by a merry carefree crowd, takes on the colorful appearance of a country fair. Nihonbashi, an extension of Ginza, is guarded by the Nihonbashi Bridge which is considered the very center of the city.

The site of the Earthquake Memorial Hall was once an open space covering four hectares. Here, in 1923, over 38,000 persons took refuge and were suffocated to death. The hall was built in memory of the unfortunate victims.

Many interesting and lovely spots that form restful retreats from the city's exhausting demands are located just outside the city limit. The Inokashira Park is a fairyland of beauty in the spring with its ephemeral cherry blossoms and in the autumn with its scarlet maples.

The Tama Imperial Mausoleum nestles snugly within charmingly rustic surroundings, holding a wealth of attraction in scenic beauty and historical treasures. Mt. Takao, famed for its autumnal beauty, is within easy distance.

Somewhat farther away on the very outskirts of Tokyo Prefecture is Oshima Island, a tiny piece of land just off the coast of the mainland. Mihara Mountain, rising from the very midst of the isle, is one of the first en-

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chanting sights to greet the eyes of eager tourists crowding the decks of ocean liners that glide into Yokohama. Delightful excursions to the island have greatly added to its appeal.

Hotels: The Imperial Hotel, Sanno Hotel, Omori Hotel, Dai Ichi Hotel, Marunouchi Hotel, and the Tokyo Railway Hotel, all unsurpassed in modern comforts.

Mitsubishi Goshi Kaisha, which has been renamed **Kabushiki Kaisha Mitsubishi-Sha** since December 21, 1937, is the fountain-head of the various Mitsubishi Enterprises. In the middle of the 19th century, Lord Yamanouchi established a "Clan Company" in Osaka, having for its object the transportation of merchandise. But in 1870, the Company ceased to exist, and Mr. Yataro Iwasaki became the sole proprietor, re-organizing the business under the title of the Tosa Kaisei Shosha, which name was afterwards changed to the Tsukumo Shokai. This was the beginning of the Mitsubishi Co. In addition to transportation, new fields of commerce were gradually exploited including the mining of coal and metals and the manufacture of thread and camphor. In 1875 the Imperial Government granted the Company a Navigation Charter, and thereafter the title was changed to the Yubin Kisen Mitsubishi

Kaisha.

The efforts of the Company in transportation and other enterprises were attended with such consummate success that in 1880 the business was launched, and later acquired the sole management of the Nagasaki Shipbuilding Yards. In 1885 the One Hundred Nineteenth Bank passed into Mitsubishi's control.

Previous to this, in 1882, the Kyodo Unyu Kaisha was established, and this led to keen competition between the two concerns, when the Government, in view of the conditions prevailing in those days, exerted its efforts to bring about an amicable adjustment. When negotiations to this end were about to be opened in 1885, Mr. Yataro Iwasaki died, and his brother, Baron Yanosuke Iwasaki succeeded him. Thus upon him fell the responsibility of finding a satisfactory solution to this problem. However, after using his utmost endeavours to reach a settlement compatible with the aspirations of the two competitive companies, it was finally agreed that they should amalgamate, and the Nippon Yusen Kaisha came into being in September of the same year.

The transfer of all marine business to the new combination enabled the Mitsubishi Co. to turn its attention on the other enterprises, i.e., mining, shipbuilding and banking.

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The Company was reorganized in 1893 to conform to the new Commercial Code, and under the presidency of Baron Koyata Iwasaki, the Company was styled Mitsubishi Goshi Kaisha, with a capital of ¥120,000,000 whence all business undertakings of the former Mitsubishi Co. were transferred to the new Company, and was again reorganized into a joint-stock concern in December 1937, under the name of Mitsubishi-Sha, Ltd.

The branches dealing with shipbuilding and iron manufacture were separated in 1917 owing to the rapid growth and expansion of business and placed under the management of the Mitsubishi Shipbuilding & Engineering Co., Ltd., capitalized at ¥240,000,000. In 1918, the Tokyo Warehouse Co., Ltd., was transferred into the Mitsubishi Warehouse Co., Ltd., capital: ¥20,000,000; likewise the Mitsubishi Trading Co., Ltd., capitalized at ¥50,000,000 and the Mitsubishi Mining Co., Ltd., capital ¥200,000,000, were established.

In 1919, the Mitsubishi Marine & Fire Insurance Co., Ltd., capital, ¥5,000,000 and the Mitsubishi Bank Ltd., capital, ¥100,000,000, were formed. In 1920, the Mitsubishi Aircraft Co., Ltd., capital, ¥5,000,000, was registered, and the following year saw the incorporation of the Mitsubishi Electrical Engineering Co.,

Ltd., capital, ¥30,000,000. In October, 1929, the Mitsubishi Trust Co., Ltd., capital, ¥30,000,000 was established. The Mitsubishi Real Estate Co., Ltd. was established in May, 1937, with a capital of ¥15,000,000, for the purpose of handling the business of the former Real Estate Dept. of the Mitsubishi Goshi Kaisha.

Thus it will be seen that the position of the Mitsubishi-Sha, Ltd., holding the interests of the aforesaid eleven companies, is a most conspicuous one in industrial, financial and commercial circles in Japan.

The Industrial Bank of Japan, Ltd. (Nippon Kogyo Ginko), capitalized at ¥200,000,000, has its features in lending out money on the mortgage of railway, electric, gas, and other industrial enterprises, in addition to all descriptions of general banking, foreign and domestic exchange, and trustee businesses. The Governor is Mr. K. Kawakami and Vice Governor, Mr. S. Arai. The Head Office is situated at Marunouchi 1-chome, Tokyo, with correspondents in the principal cities at home, and in London, Paris, New York and San Francisco.

Asanuma & Co. are the oldest manufacturers and exporters in Japan of photographic and cinematographic cameras, apparatus and supplies. Its history dates back to 1871, and in

MINOLTA

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pioneering the development of the camera and the art of photography in Japan, the Company has gained an enviable reputation.

The company is not content to rest on its laurels but continues to push ahead, always seeking to improve, to perfect and to put on the market the best in quality. Today, needless to say, of all Asanuma products, the "Minolta" for amateur use is one of the most popular cameras.

Its Head Office is in Marunouchi, Nihonbashi-ku, Tokyo, the business center of the city and it has branch offices in Osaka, Kyoto, Fukuoka, Sapporo, Keijo, Taihoku and Dairen.

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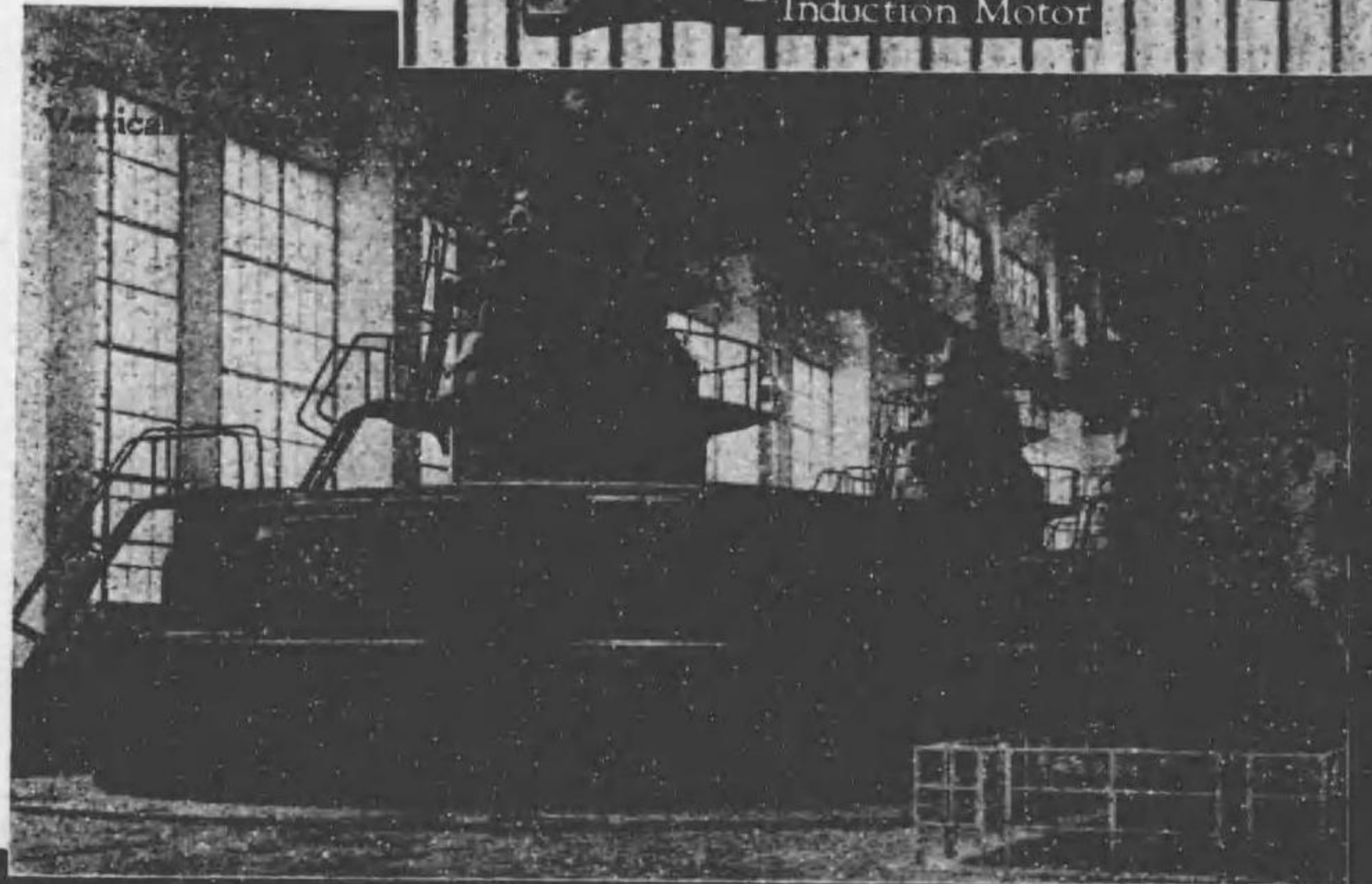
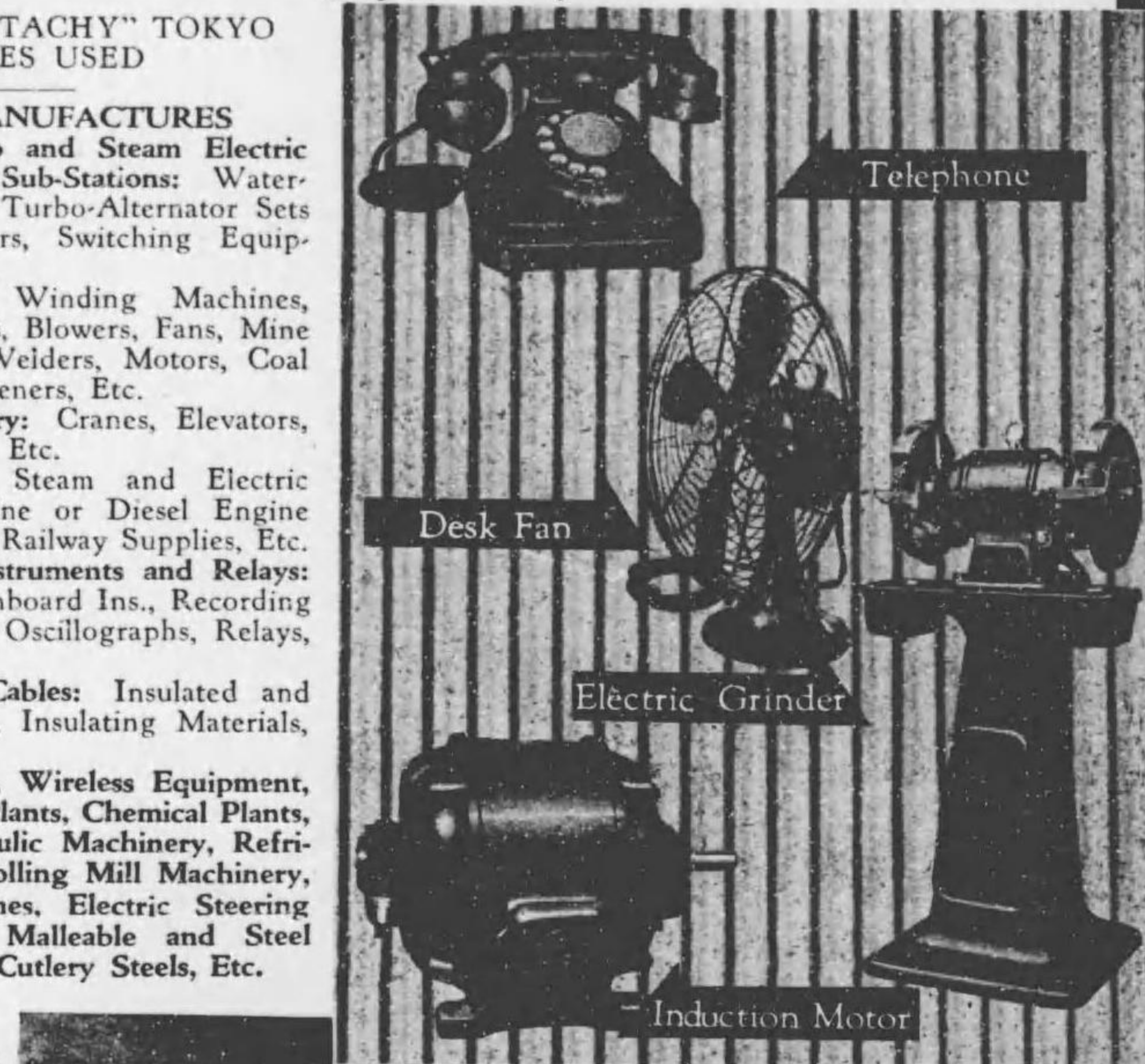
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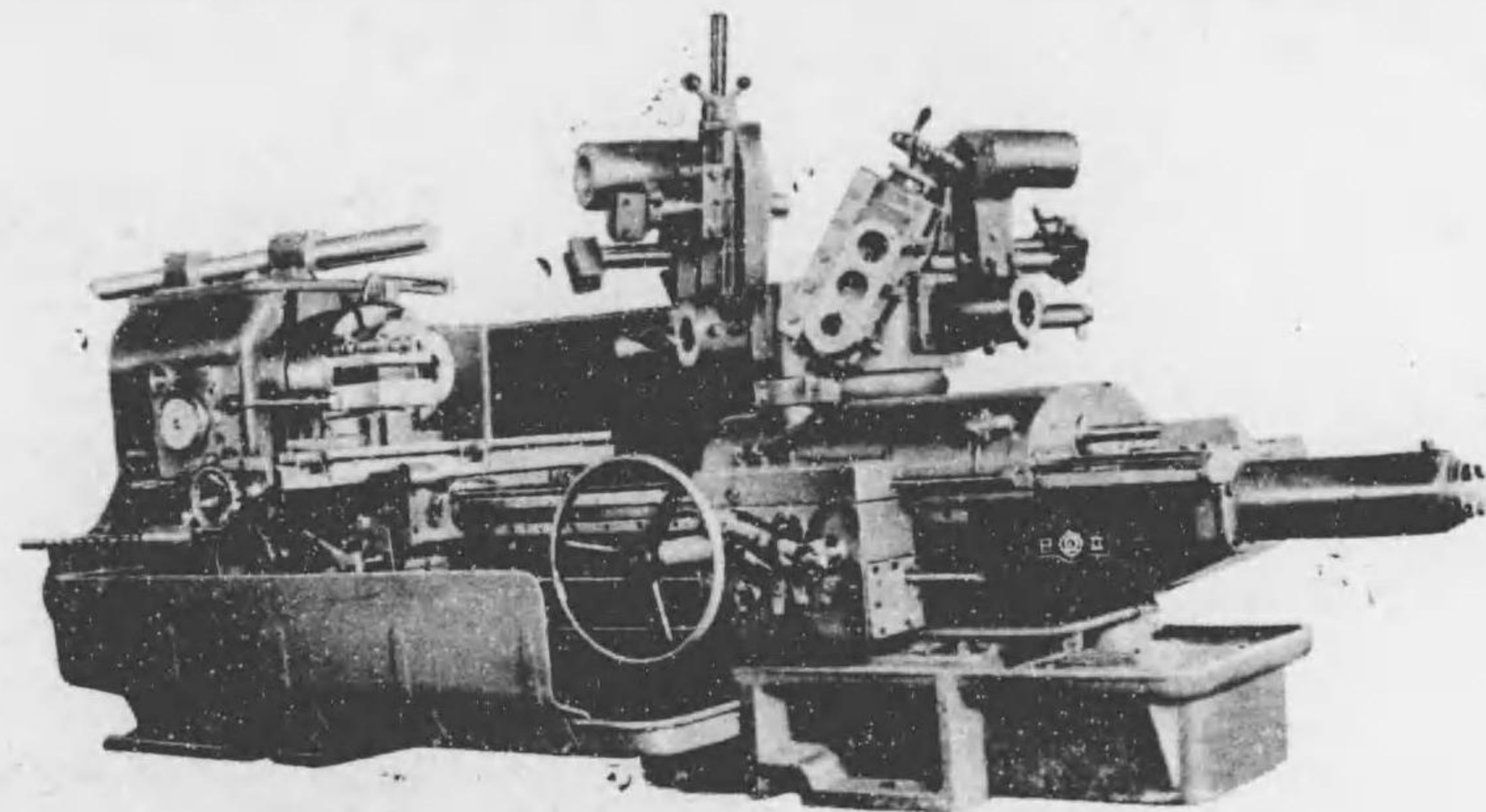


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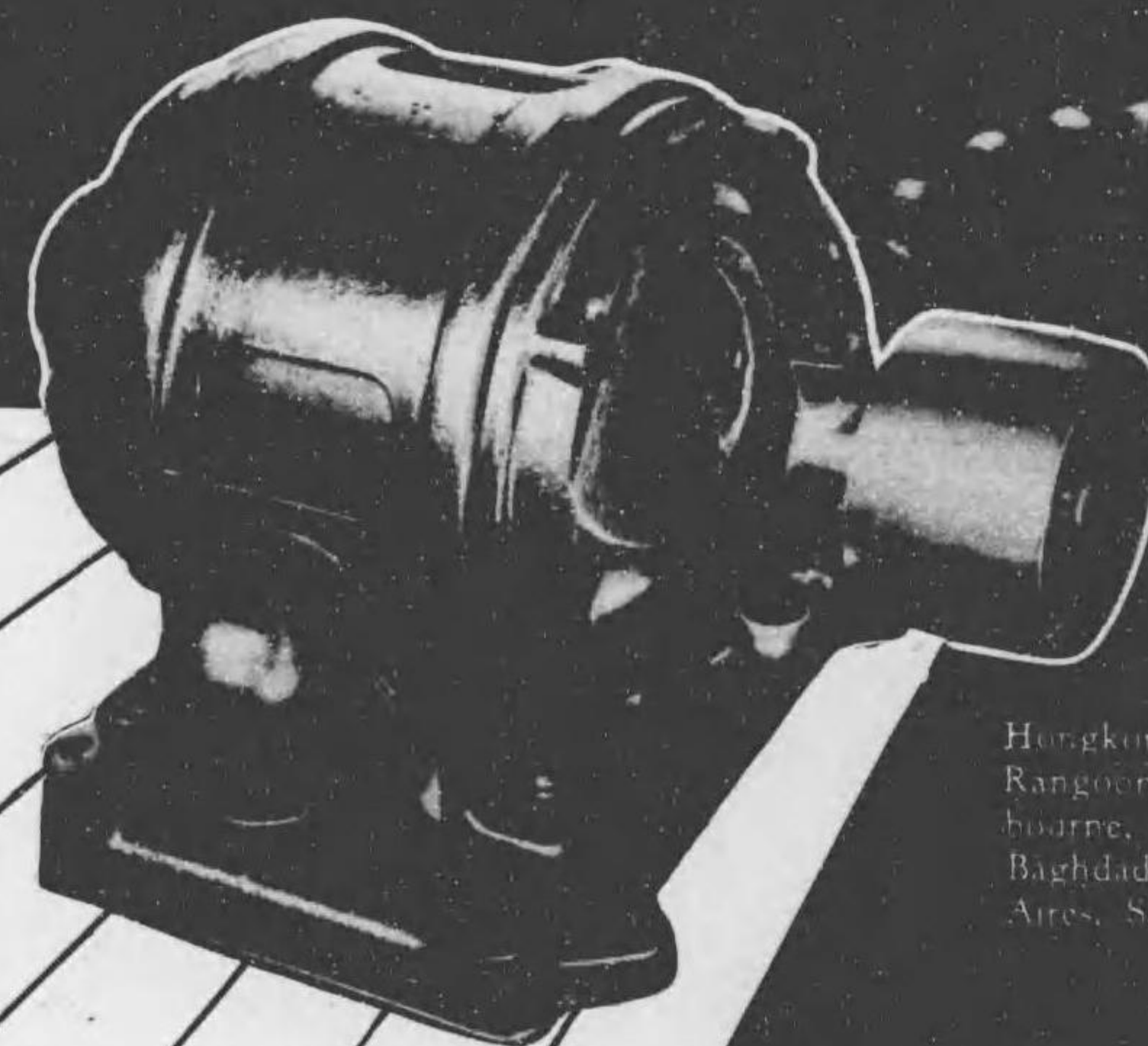
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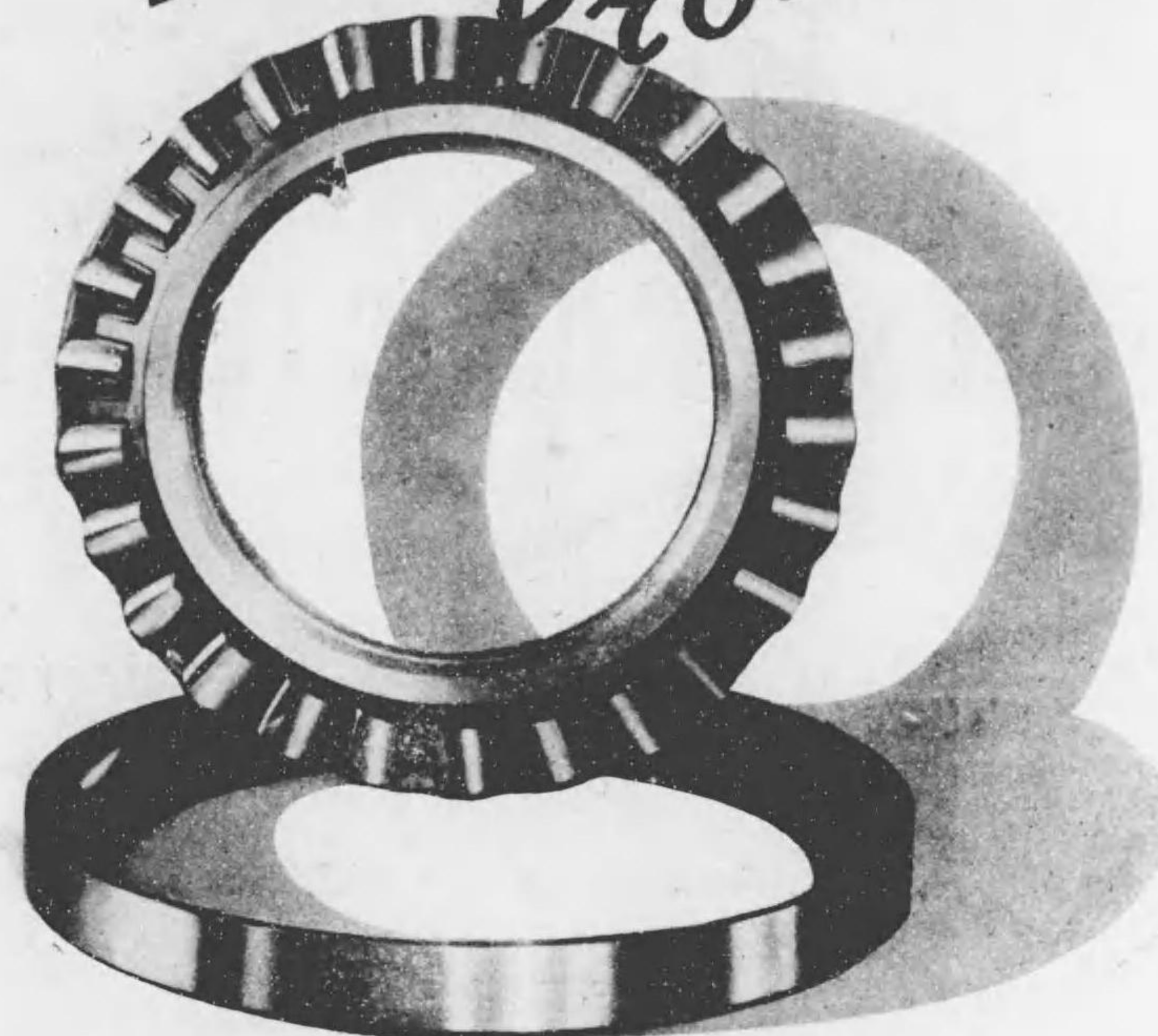
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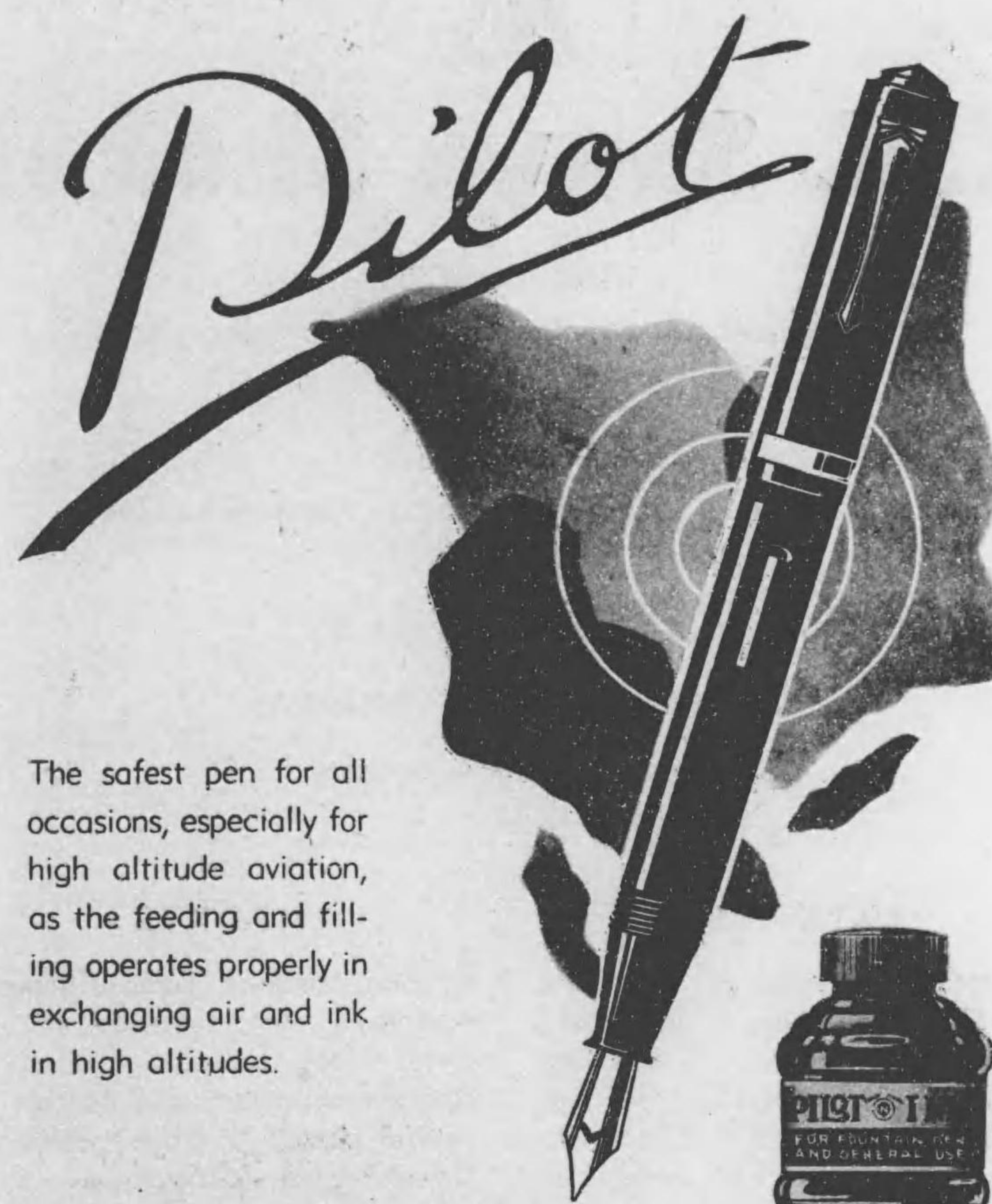
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A brief history of the Company will give a better idea of the steady growth of the Company's business and its magnitude today.

The Oji Seishi Kabushiki Kaisha, which is the oldest joint-stock company in Japan in the modern sense, was organized in 1872. It is the first concern in Japan to manufacture European paper as distinguished from what is generally known abroad as "Japan paper." When the Company started its business, the capital stock was ¥150,000, and at the time of the amalgamation in May of 1933 it was ¥65,916,650. As a result of the amalgamation,

the Company's capital stock was increased to ¥149,988,000. This was doubled in June, 1936, and the present capital stock of ¥300,000,000 has made the Company one of the few larger corporations in Japan. In its history of over half a century, the Company has had some gloomy days, the capital stock having been cut down to ¥500,000 from ¥2,000,000 in 1899, but its business has since steadily prospered. Ample provisions are made year after year for depreciation and reserve funds, while the attractive but conservative dividends paid regularly are due to the soundest financial policy pursued by the Board of Directors.

The mill products of the Company comprise nearly all grades of paper and pulp. Newsprint paper manufactured in the Company's several plants takes care of the entire requirements of all the newspapers published in Japan. Post card paper for the Imperial Japanese Government is furnished by the Oji Company, while there is one large mill where cigarette paper of excellent quality is manufactured for the Government Monopoly. In addition to printing paper of various grades, the Company's mills turn out art paper, kraft paper, glassine paper, etc., all of which enjoy the highest reputation. There is a steady demand for the Company's sulphite pulp, both bleached and unbleached as well as for rayon pulp.

The Oji Paper Manufacturing Company is now headed by Mr. Kikujiro Takashima, formerly Vice-President of the Company. At the semi-annual meeting of shareholders held on December 24, 1938, Mr. Takashima was elected as President and Mr. Ginjiro Fujihara, former President, as Chairman of the Board of Directors. The names of Mr. Takashima's associates constituting the Board of Directors are as follows:—Vice-Presidents, Mr. Ken-ichi Inouye and Mr. Tadashi Adachi; Managing Directors, Mr. Zirouemon Tomita, Mr. Ikuma Yamano-uchi, Mr. Jun-ichiro Kobayashi and Mr. Totaro Kato. Mr. Fujihara, who was retired following his appointment as Minister of Commerce and Industry in the Yonai Cabinet, is now Adviser to the Company.

The Company's Main Office in Tokyo occupies three floors in the Sanshin Building, facing Hibiya Park.

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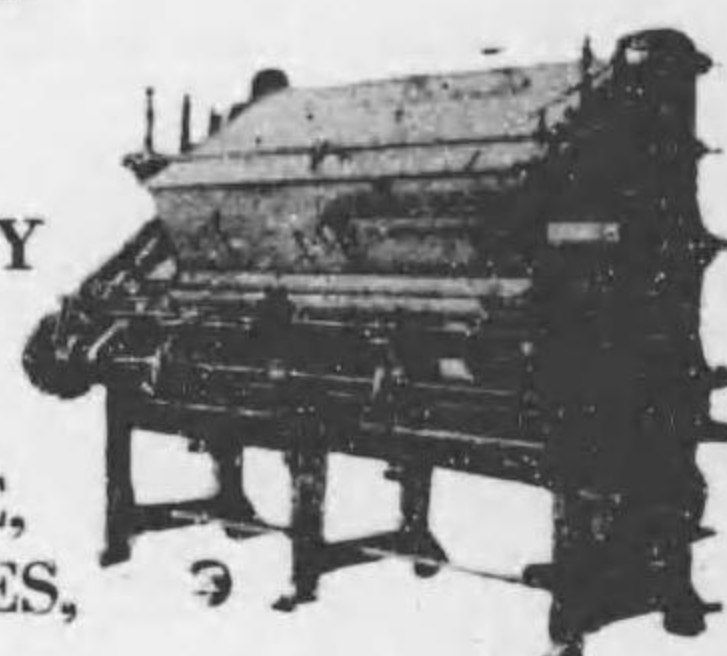
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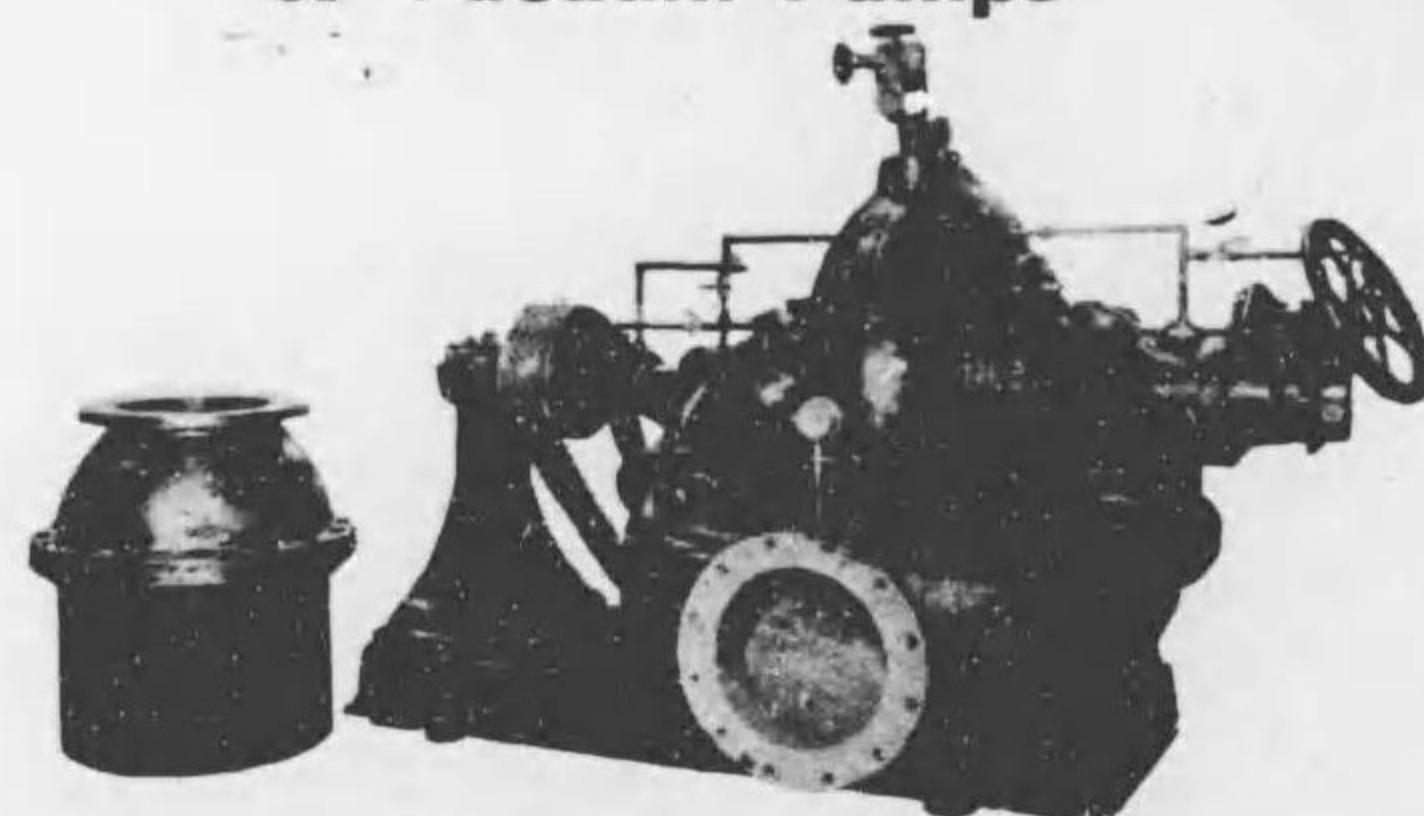


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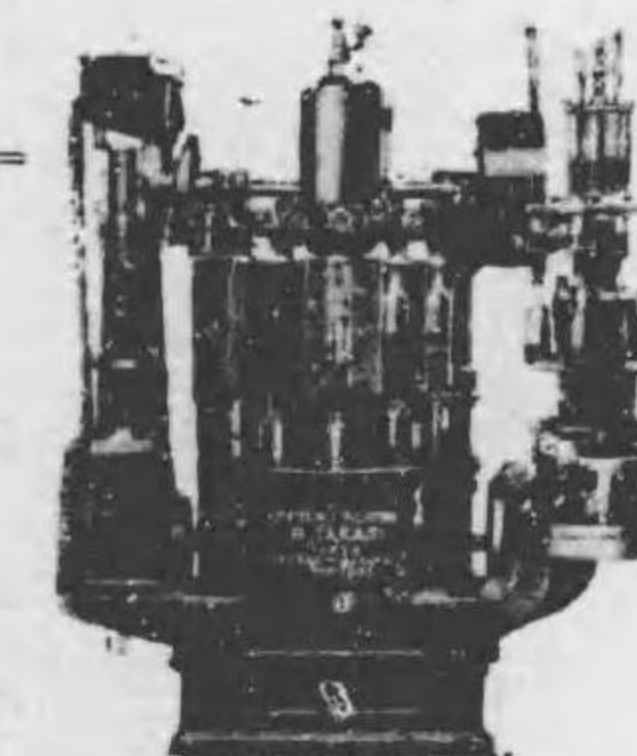
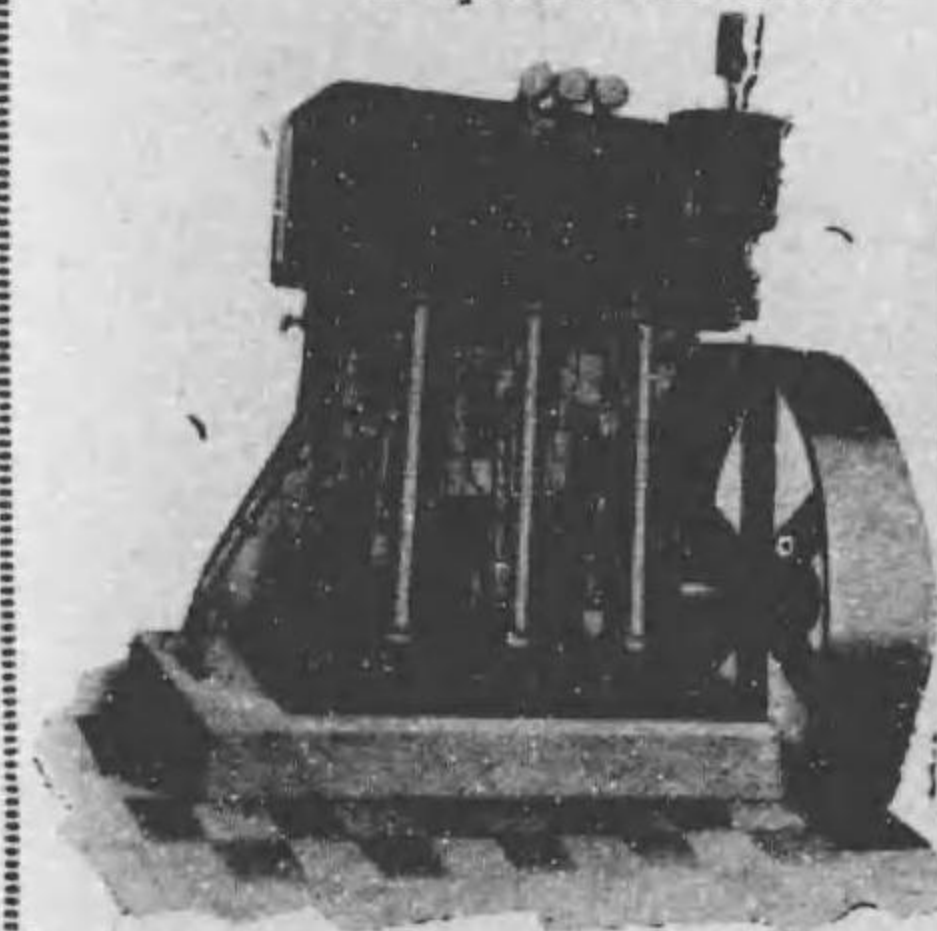
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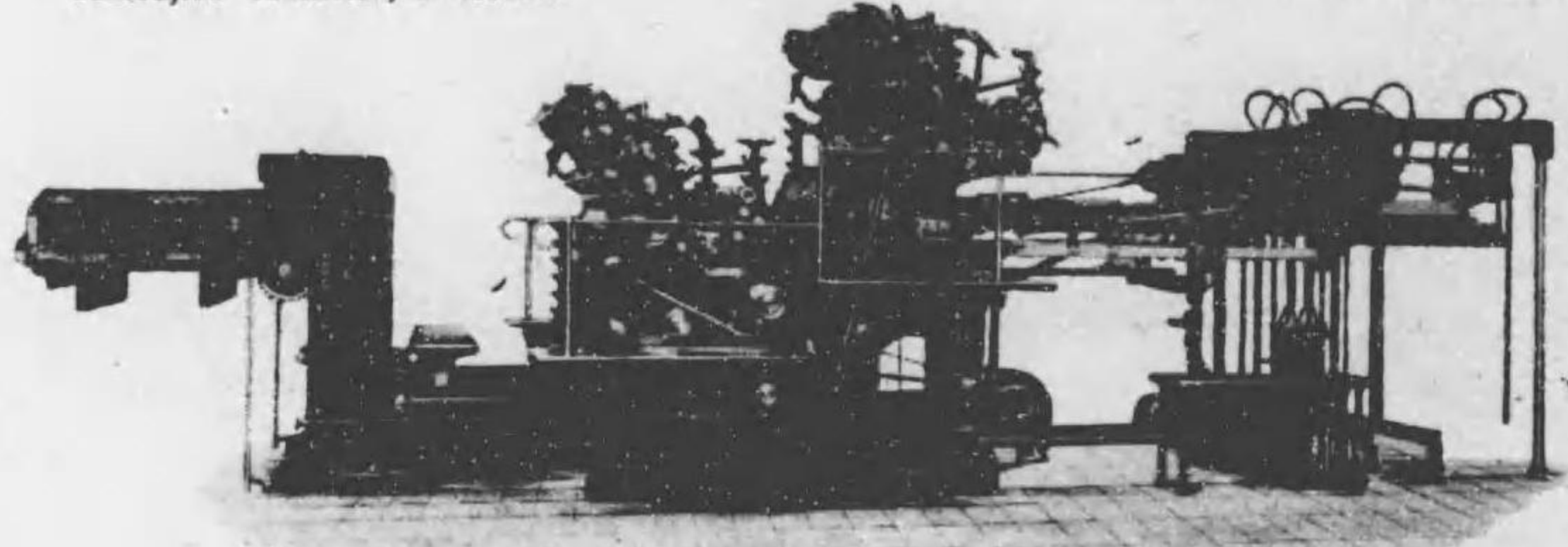
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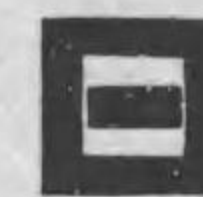
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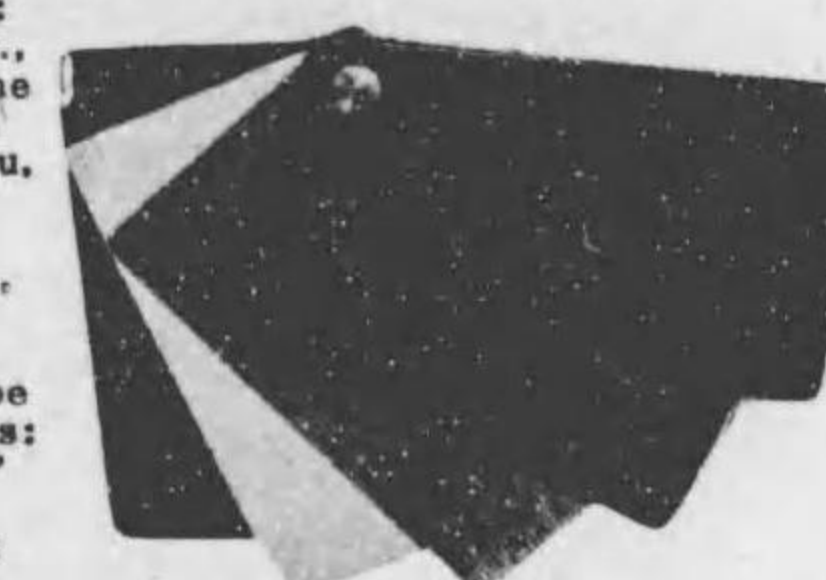
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YOKOHAMA

Yokohama, situated at approximately 28 kilometers southeast of Tokyo, has been the leading silk port of Japan until recently, possessing the finest harbor facilities, and a vital point from which various commodities are distributed to all parts of East Asia.

Due to an increase in the foreign trade, the industrial development in Japan and to a rising purchasing power of the countries in East Asia, Yokohama made great strides forward as a shipping port of numerous articles to every corner of the globe, and a port of destination of commodities from different nations, either to be consumed in Japan Proper or to be reshipped to East Asiatic countries. The city is advantageously located for industrial development, with a wide extent of productive hinterland, excellent facilities of transportation and the gigantic consuming center of Tokyo in the vicinity.

Receiving the full blow of the Great Earthquake, the city suffered a more terrible fate than Tokyo, and in 1923, it was reduced to a completely devastated stretch of land. Through superhuman efforts, however, reconstruction work progressed swiftly and yet effectually and today, the Greater Yokohama rests proudly among the rolling hills.

The visitors will no doubt be struck with amazement, as the vessel slowly approaches the port, by the massive docks that line the harbor and the modern buildings that rise above its busy streets, for Yokohama is no longer a humble town of wooden cottages and narrow crooked lanes. It is now the most up-to-date city with one million inhabitants who enjoy every possible comfort of present-day living plus culture and traditions of the past.

Principal Sights: Overlooking the sea is **Yamashita Park**, perfectly arranged to delight the hearts of all beauty lovers. Here, the visitors love to stroll on cool evenings and watch the ships that sail in and out of the harbor. A beautiful panorama of the city can be obtained from **Nogeyama** and **Kamonyama**, two famous hills near Sakuragicho Station. **Nogeyama Park** is an exquisite fairyland of elfin beauty. **Kamonyama Park**, wreathed in misty cherry blossoms, is the sight of a huge bronze statue of Lord Ii Kamon-no-Kami, whose open-door policy led to his assassination by the followers of Tokugawa Shogun. The **Sankei-en**

横濱 神奈川縣の中心都市で東京灣の西岸に位し、西の神戸港と共に我が國に於ける二大貿易市場である。開港當時は極めて邊鄙な一漁村に過ぎなかつたが、安政六年、紀元二五一九年に互市場と定められてから交易の殷盛に伴ひ内外人の來往多く、遂に今日の大をなした。大正十二年九月の大震災は全市を灰燼に歸せしめたが、僅か六年にして復興の事業は大成し、之と同時に近接町村を市域に偏入して我が國六大都市中、神戸の上位を占むる大都市となつた。

市は貿易港として從來特に對米關係に殷盛を極めてゐたのであるが、近來また重工業、化學工業食料品工業の部門に於ても極めて急速な進展を見今後益々其重要性を増大するであらう。

市内七區中、中區の伊勢佐木町附近、馬車通附近及び山下町界限は最も繁華な盛り場となつてゐる。

市は帝都の表玄関たる位置を占めてゐるので、世界各國の總領事館或は領事館が置かれ、また横濱税關、横濱生糸検査所、絹業試験所、横濱輸出絹織物検査所、燈臺局等の特殊機關も置かれてゐる。

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鎌倉 神奈川県下七市の一つで、今を去ること凡そ七百年前に、平氏を亡ぼした源頼朝がここに幕府を開いてその覇業の地となした舊蹟である鎌倉は、その後百五十年に亘り我が國政治の中心となり、この時代を鎌倉時代と稱して文學、美術、工藝その他文化の上にも異状な發達を見せたのであつた。即ち建築、繪畫、彫刻などに淡泊、素朴、豪健な特徴を現はし、今尚多く遺されてゐる神社、佛閣その他の史蹟が簇生したのであつた。その後室町時代の初期に至り關東管領がここに置かれたが、後に執事上杉氏の擾亂で荒廢に歸し、明治年間に入る迄市勢は振はなかつた。

市は省線電車で帝都を西に去ること僅か一時間足らずの所に位し、前には太平洋岸の由比ヶ濱を控え、後には丘陵地を負ふてゐるので冬暖く、夏は絶好の海水浴場となるので、所謂湘南地帯随一の健康地として都人士の間に親しまれ、近時住宅、別邸等をこの地に營む者多く急激な發展をなし、昭和十五年市制が施行された。

名所舊蹟の視察には鶴岡八幡宮を中心として東廻りと西廻りとある。官幣中社鎌倉宮及國幣中社鶴岡八幡宮を初め鎌倉五山に算へられた建長寺、

Garden, teeming with historical and legendary interest, is famed for its delicate, dreamy lotus blooms.

Shopping: No more ideal place for gift-shopping can be found than Yokohama's shopping district. **Benten-dori, Motomachi, Honcho, and Isezakicho**, spread out within easy distance of the quays, irresistibly entice the discriminating shoppers to their fascinating little shops. On display here are a riot of charming novelties of every description, of silk and brocade, of lacquer and bamboo, tortoise shell, ivory, bronze, jade, porcelain—everything to tempt every purse.

Pleasure Resorts: Many interesting excursions can be made to outlying haunts from Yokohama. Leaving the port by rail, the first stop is **Kamakura**, the favorite seaside resort noted for its gigantic Buddha which watches silently over the people. Adjoining Kamakura is **Enoshima**, a tiny rocky islet joined to the seashore by a very long wooden bridge. Its famous Dragon Caves with their miniature shrines always draw the sightseeing crowds. Leaving the popular resort, the next stop is **Yokosuka**, a beautiful haven cradled among the hills; then on to **Uraga** where Commodore Perry's 'Black Ships' entered to rouse the slumbering people.

The **Hakone** district is one of the rare beauty. Centered here is the **Miyanoshita Spa** with its renowned **Fujiya Hotel**, referred to as 'Honeymoon Hotel.' It makes a very convenient starting point for Hakone excursions. A glimpse of **Lake Ashino-ko**, casting back a shimmering reflection of the peerless **Fujiyama**, is an indescribably bewitching sight. Rivalling this scene is the thrilling landscape that rolls along the twisting zigzag road leading through the hills with Mt. Fuji unexpectedly raising her lofty crown first on the one side and then on the other.

The **Izu Peninsula** is divided into two distinctive districts by the **Karino River**, with **Hakone, Atami** and **Amagi** volcano range on the east side and **Daruma** and **Nekko** on the other. Due to warm current in the surrounding seas, the temperature here is extremely moderate, the district being known as an ideal health resort as **Atami, Shuzenji, Ito, Nagasaki** and thirty odd hot springs are within an easy travelling distance.

Alighting from trains either at **Mishima** or **Ito**, the tourists can reach the noted port of **Shimoda** by bus along a beautiful mountain road. **Shimoda** may be reached also by excursion boats leaving daily from **Shibaura, Tokyo** by way of **Oshima Island**.

圓覺寺、壽神寺、淨智寺、淨妙寺及び光明寺、長谷大佛、長谷觀音等の名刹のほか、北條屋敷跡及頼朝館址等が數ある史蹟名勝中の主なるものであり、これ等の中、圓覺寺及び建長寺は北鎌倉驛に、鎌倉宮、鶴岡八幡宮の参拜には鎌倉驛に下車が便利であり、長谷の大佛と觀音及び江ノ島ゆきには鎌倉驛前から電車の便がある。

旅館 海濱ホテル(市内由比濱)、松岡(市内雪ノ下)。

附近名所 江ノ島 鎌倉由比ヶ濱の濱續き片瀬海岸の小島で、遠く伊豆の大島、富士山を望んで風光美に勝れ指定の名勝及史蹟になつてゐる。島内には海水浴場、江ノ島神社、稚児ヶ淵、龍窟、魚板岩等の名所があり、旅館の設備も完備してゐる。

(注意) 鎌倉、江ノ島及びその附近一帯は要塞地帯になつてゐるから旅行者は特に注意を要する。

箱根 は美はしき山水と全山隨所に湧き出す温泉とに恵まれて、關東地方屈指の觀光地である。近代的な諸設備の完成は東海道線小田原驛から直ちに、自動車、登山電車、觀光バス等を利用して箱根の温泉郷を廻り又大涌谷、仙石原、長尾峠、蘆の湖、十國峠の景勝を超へて一日で御殿場、沼津、熱海へと思ふ儘に達する事が出来る。

伊豆半島 は中央部の狩野川の谷を境として東に箱根、熱海、天城の三火山が南北に並び、西に達磨、猫越の二火山を擁し、海岸地帯は斷崖多く景趣に富んでゐる。この地は南方の暖流中に突出してゐる處から、氣候溫暖でありまた熱海、修善寺、伊東、長岡等三十數ヶ所の温泉があつて全地域が好保養地となつてゐる。イヅの語源は「湯出づ」からであると云ふ。

東海岸方面は東海道線熱海又は伊東線の終點伊東驛に下車、中央方面は東海道線三島にて駿豆鐵道の電車に乗換えて終點修善寺驛に下車、何れも南端の下田町迄定期乗合自動車の便がある。西海岸方面は東海道線沼津驛に下車、沼津から海岸傳ひに下田迄汽船の便があり、別に前記修善寺驛から西海岸の土肥温泉經由下田ゆき自動車の便もある。尙東京芝浦港から大島經由下田港往復定期航路の便もある。

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Cities of Central Japan

SHIMIZU: A city filled with the fragrance of tea is Shimizu, the busy tea port of Japan overlooking Suruga Bay in the center of Shizuoka Prefecture. It has a population of 69,000. The surrounding hills looking out over the Pacific Ocean make one sweeping panorama of low knob-like bushes which produce the soothing amber liquid that is the greatest delight of the Japanese race. In the spring, the hillsides appear enchantingly gay with the vivid costumes of the women tea-pickers dotting the verdant landscape.

Being the only export harbor in the whole neighborhood and the only outlet for the products of the Prefecture, Shimizu's port is always bustling with life. First opened to foreign trade in 1899, the port has developed at a phenomenal stride into one of Japan's busiest ports. Green tea had naturally been the most famous and the most important product of export, accounting for ¥8,622,000 in 1938, almost the total tea export of Japan passing through this port. Another item of vital importance on Shimizu's export list is the popular Mandarin orange. Oranges grow in abundance throughout Shizuoka Prefecture and have contributed in no small way toward its present prosperity. Among its other leading articles are black tea, canned goods, paste-board, imitation Japanese paper, and other kinds of paper. Heading the import list are soya-beans, followed by coal, pulp, and fodder. At the end of 1937, Shimizu's foreign trade was valued at ¥38,264,000 in exports and ¥65,154,000 in imports.

The industrial life of the city is also very active. There are countless factories engaged in the production of bean oil, bean cake, dried tuna, timber, shipbuilding, refined salt, papers, canned goods, etc. Saw-milling is also an important industry. Industrial production amounts annually to about ¥27,680,000.

Places of interest: Forming a natural protection for the port of Shimizu is **Miho-no-Matsubara**, a sandy peninsula tenderly cherished by the people for a quaint legend that has formed the plot of one of the loveliest lyrical dramas of Japan. An aged pine tree standing on the beach whispers tales of how a fairy, who had carelessly left her magic robe hanging on its limbs, was compelled to perform a heavenly dance for a poor fisherman in order

清水 静岡縣の中央部にあり、巴川下流が駿河灣に注ぐ所に位置する良港市である。静岡縣は物資物産に恵まれてゐる爲その唯一の良港清水は自然と貨物の動きが活潑で、近年大規模な浚渫、埋立、岸壁等の港灣設備工事の完成と相まつて市況は益々殷盛を増してゐる。我が國貿易の主要品たる茶、蜜柑、罐詰等を海外に輸出し、大豆、豆粕木材等を輸入して對外的に甚だ重要な貿易港である。

附近は三保の松原、日本平、久能山等の勝景に富んでゐる。

旅館 朝陽館、京稻。

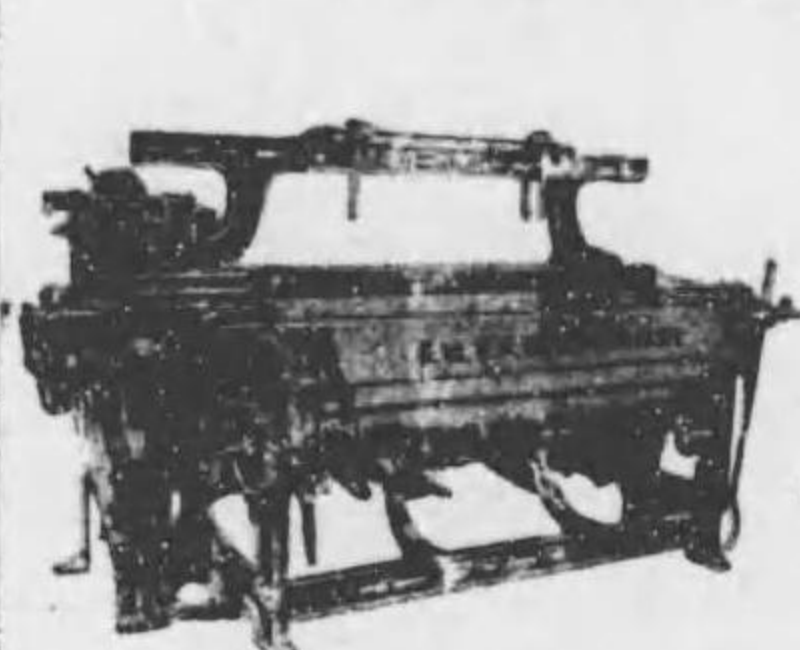
静岡 静岡縣の中部、安倍川の左岸にある首都で東海道筋屈指の大都會である。こゝは昔の阿倍ノ市で駿河の國府が置かれてあつた所から、府中と呼ばれ俗に駿府と稱せられて世々州守の居地であつた。戰國時代に今川義元がこの地に據つたが、桶狭間の戰に敗れ、その後徳川家康が濱松城から移り、家康の隠退後は又こゝに居城し、天下のこゝを裁いたのでこの地は俄かに繁榮を加へるに到つた。安倍川の流域並にその西方の傾斜地には茶園が多く營まれ、製茶の産額が非常に多く、また蜜柑の産出が多いために、市は茶、蜜柑の産地として著はれ、近來の静岡市は産業的に重要性を増大し、大東亞戰爭前には東隣の清水港から外國に輸出されてゐた物資の數量金額は實に夥しく、日本の對外貿易の一大重要地であつた。

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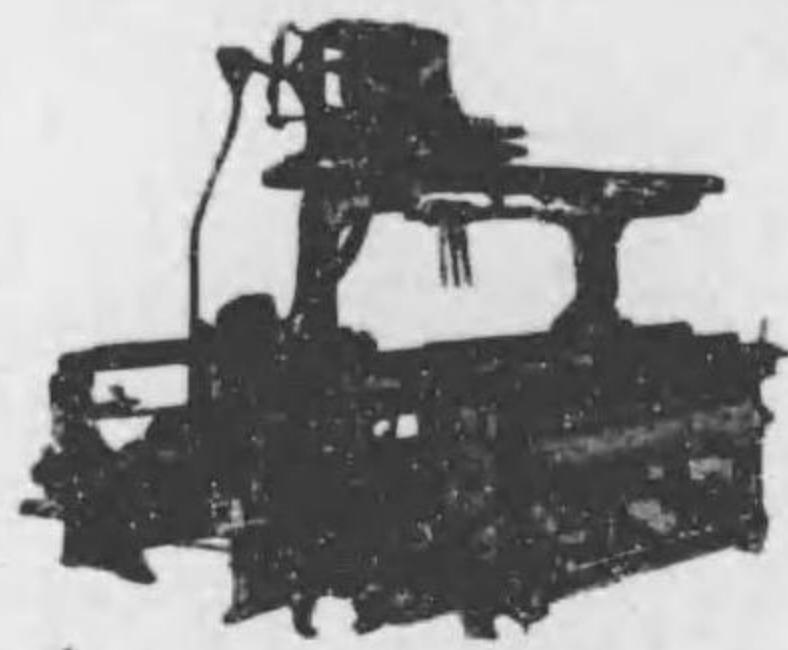
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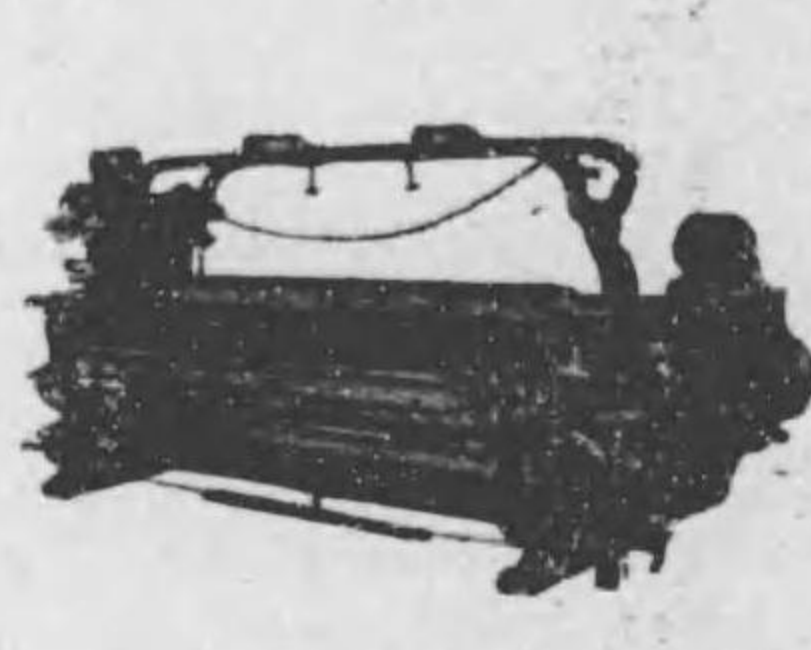
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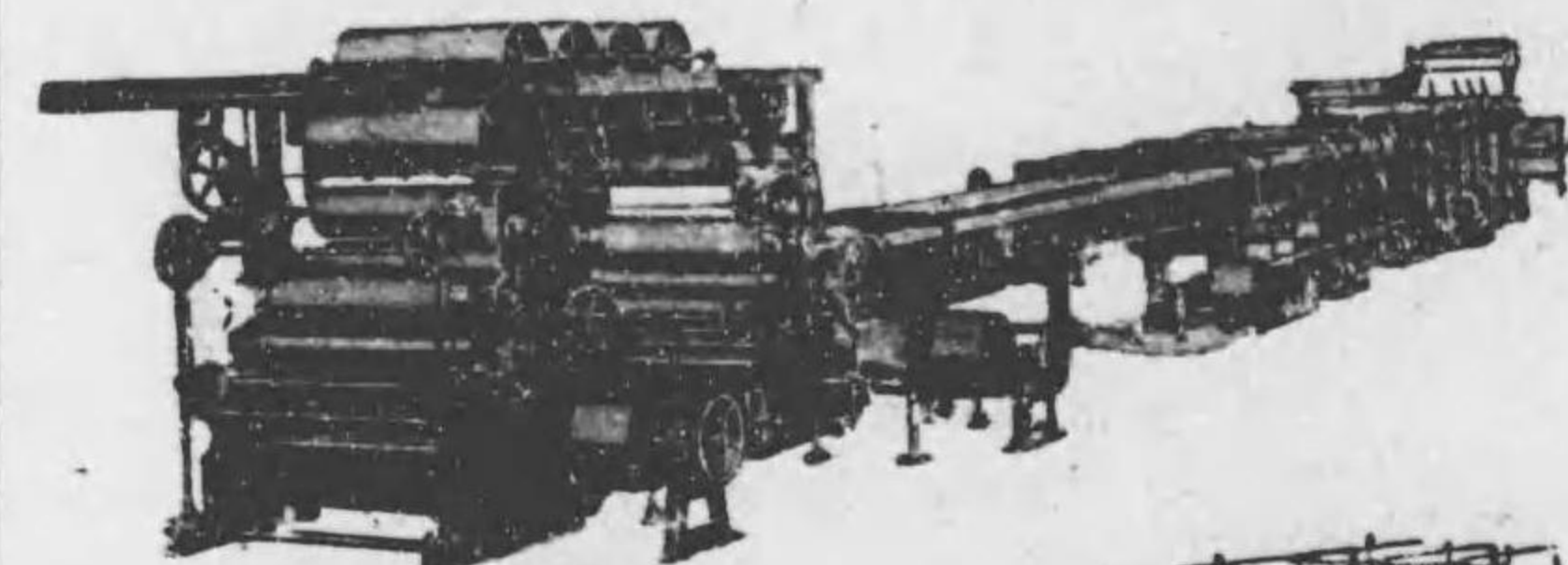
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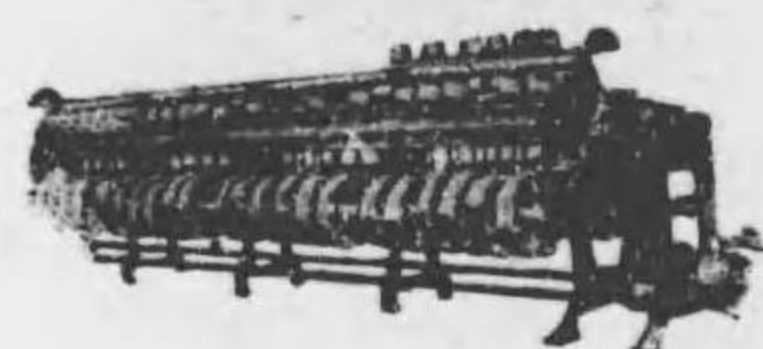
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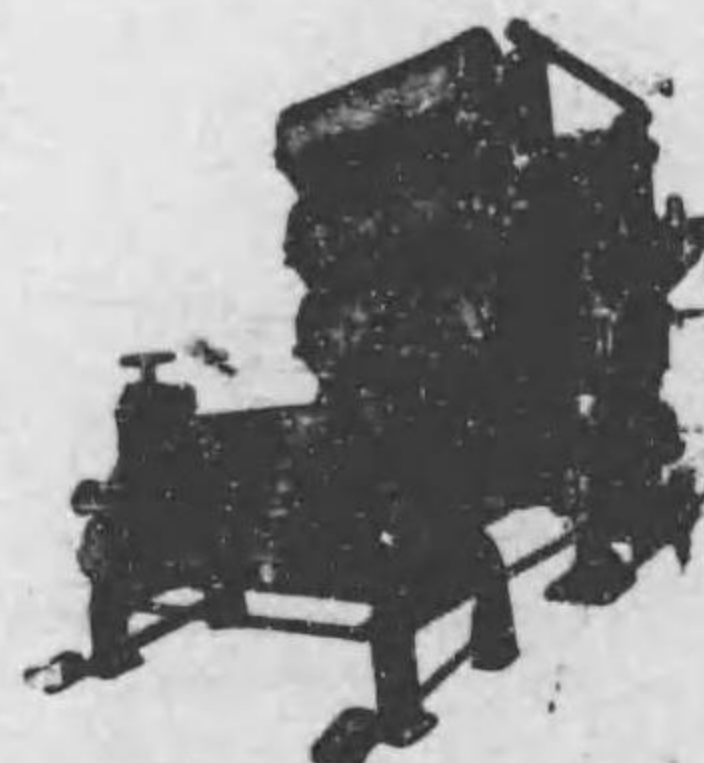
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to get it back. The Ryuge-ji and Tesshu-ji, neighboring temples, boast the finest scenery in the district with the ethereal snow-capped Fuji in the background. From the Nippon Daira, a high plateau on the summit of Udo-san, can be obtained an extensive view of infinite charm. With the exquisitely graceful Fuji rising serenely overhead, the sea, the picturesque pines, and the swaying brush create an indelibly charming picture.

SHIZUOKA: Famous as the favorite spot of the Tokugawa Shoguns is Shizuoka, the 'Hill of Peace,' for it was here that the great Tokugawa Iyeyasu lived before going to Yedo, and hither he returned to pass in peace the last days of his brilliant stormy life. Through these streets marched the colorful Imperial Army on its way to Tokyo in 1868 for the Great Restoration.

Thriving beneath the charming shadow of the majestic Fujiyama, Shizuoka has lost its former military greatness and in its place has arisen a city of industrial importance. Situated on the important Tokaido line between Tokyo and Nagoya with a population of over 212,000 people, it is the capital of the prefecture bearing the same name and the largest distributing center between Yokohama and Nagoya. A few kilometers from the city gates is the port of Shimizu which acts in the same relationship to Shizuoka as does Yokohama to Tokyo.

The production of tea is carried out in every corner of the prefecture, but the refining is centered at the city of Shizuoka, Japan's greatest tea distributing town. Recent years have seen great improvement in the methods of production and manufacturing, resulting in a

quality of green tea renowned the world over as the finest. Next to tea, Shizuoka is famed for its lacquer-ware of exquisite workmanship and delicate bamboo-ware. Other principal products include cotton textiles, paper manufactures, and Mandarin oranges. Horse-radishes and strawberries are also Shizuoka's specialties. The annual production of all industries averages ¥53,317,000, of which the output of the manufacturing industry accounts for ¥46,000,000, followed by aquatic products, ¥9,000,000, and agricultural products, ¥4,000,000.

Places of interest: The most interesting and magnificent edifice in Shizuoka is the **Kunozan Mausoleum** occupying a superlative position on the summit of Mt. Kuno. It is the beautiful temple built by Tokugawa Iyeyasu which served as his tomb in 1616 before his body was removed to Nikko a year later. Another spot made famous by the Great Shogun is the **Rinzai-ji**, a temple where Iyeyasu is said to have studied in his childhood and in which are preserved many of his old treasures. His wife is buried in the **Hodai-ji**. **Shizuhata-yama Park** is the site of the castle formerly held by Yoshimoto, daimyo of the province, and at the foot of Mt. Shizuhata is the **Sengen Temple** dedicated to the goddess of Fujiyama. The **Municipal Commercial and Industrial Museum**, displaying various kinds of local products, is always ready to assist any visitors.

HAMAMATSU, with a population of 166,346 as of October 1, 1940, is the second largest city in Shizuoka Prefecture. It is situated on the Tokaido trunk line. It is a city possessing excellent traffic facilities and within the past

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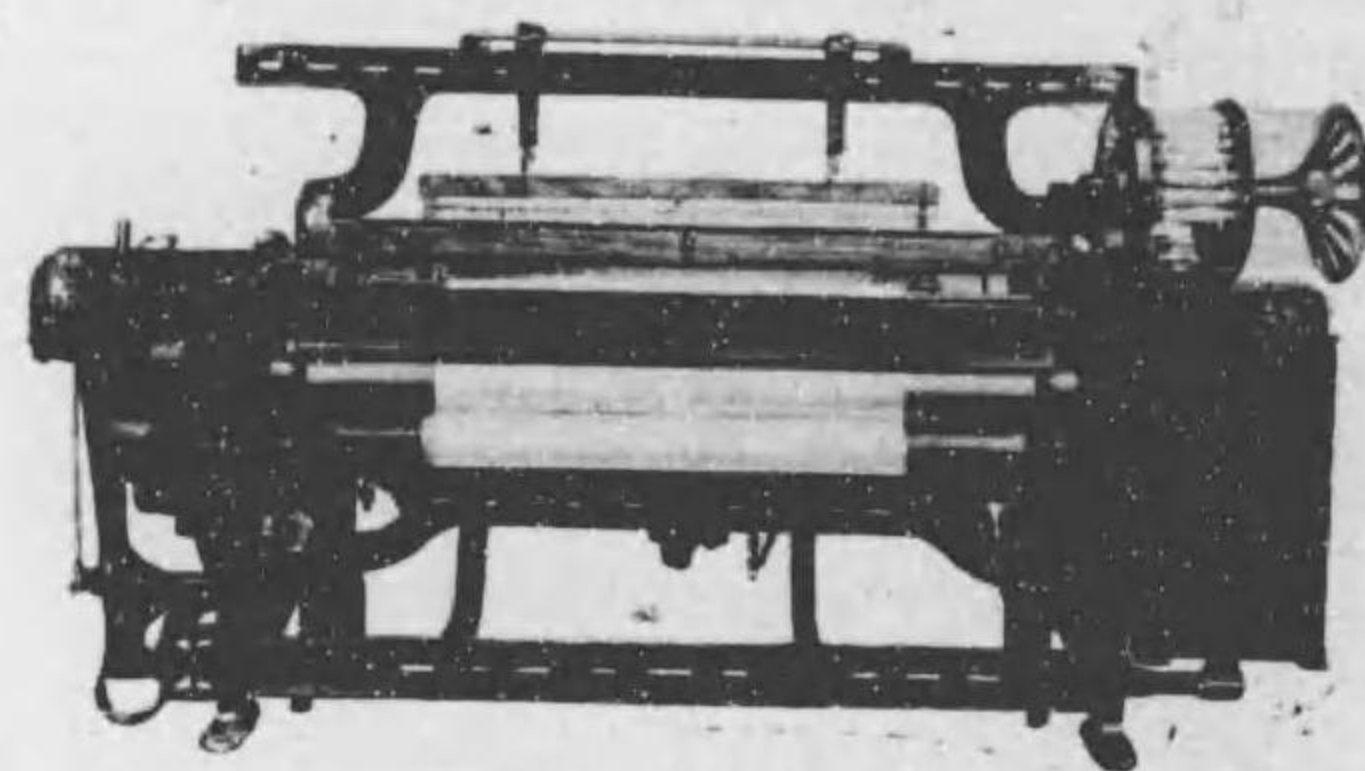
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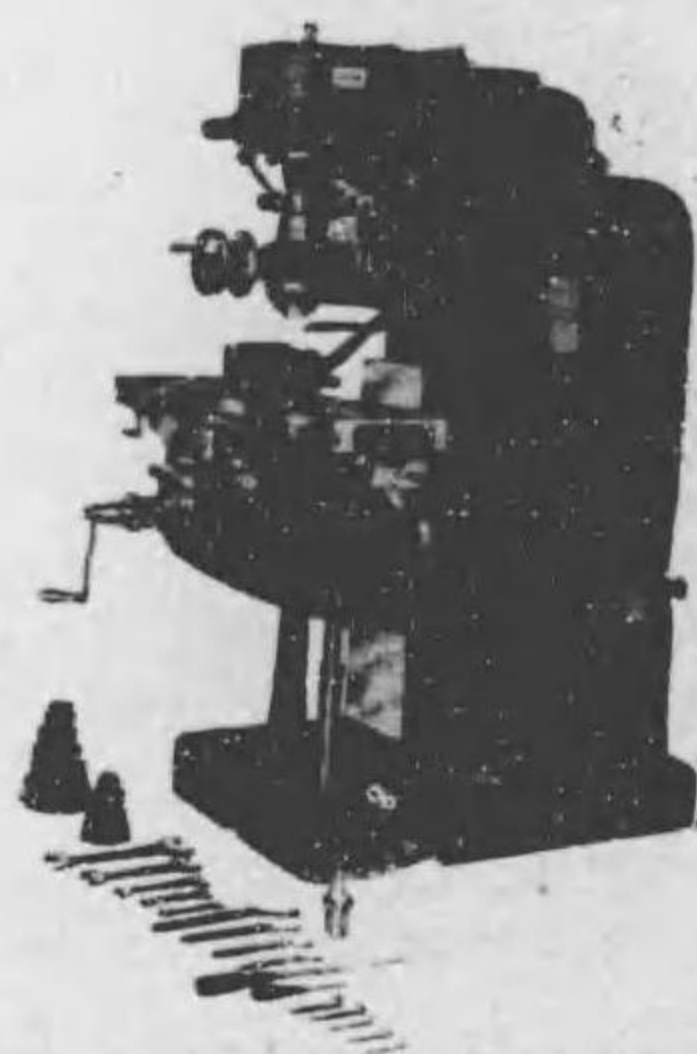
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two score of years has become one of the big industrial centers in Central Japan.

Fiber being its chief industry, its annual turnover amounts to nearly a hundred million yen; the other flourishing industries are production of musical instruments, hats, machinery, tools, lumber, foodstuffs, their annual products, including the farm, live-stock and the poultry products, amounting to more than 140 million yen.

Formerly a castle-town of a daimyo, there is a shrine built in honor of the Shogun Iyeyasu. A short distance north of the Hamamatsu Station lies the old battle-field of Mikatagahara, where in 1572 Iyeyasu's army was routed by the invading army of Takeda Shingen, a feudal lord of Kai.

Hamamatsu is a tourist center as it forms the starting-point for visiting such places of scenic fame in Central Japan as Lake Hamana, the Tenryu Gorge, the Southern Alps, etc.

GIFU: For many years the residence of Oda Nobunaga who reigned supreme in the Island Empire preceding the Toyotomi and Shogunal eras, Gifu, the capital of the prefecture by the same name, is rich in historical interests. Overflowing with tourist attractions, it is the home of many industries including silk, cotton

濱松 静岡縣の西南、天龍川と濱名湖との中間に位する名邑である。もと井上氏六萬石の城下町として發達した所であるが、近時その良好なる地理的環境により、工業都市並にそれに伴ふ商業都市として勃興し、縣下に於ては經濟的に静岡市を凌ぐ盛況を示してゐる。殊に背後に木曾山林を控えてゐるため製材並に木材加工品の産出を以て著はれオルガン、ピアノ、ヴァイオリン等の樂器製造が盛んである。その他絹布、帽子、氷砂糖、疊表ベニヤ板等の特産物がある。

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四日市 三重縣桑名の南、伊勢海西北岸の港市である。古くは東海道五十三次の一驛としてまた海上熱田への渡津として著はれ、海陸交通の至便な處から商取引の隆盛は縣下の首位にある。古來、萬古燒、綠茶の産地として著はれ、その他織物、植物油、紙等の工業も盛んである。

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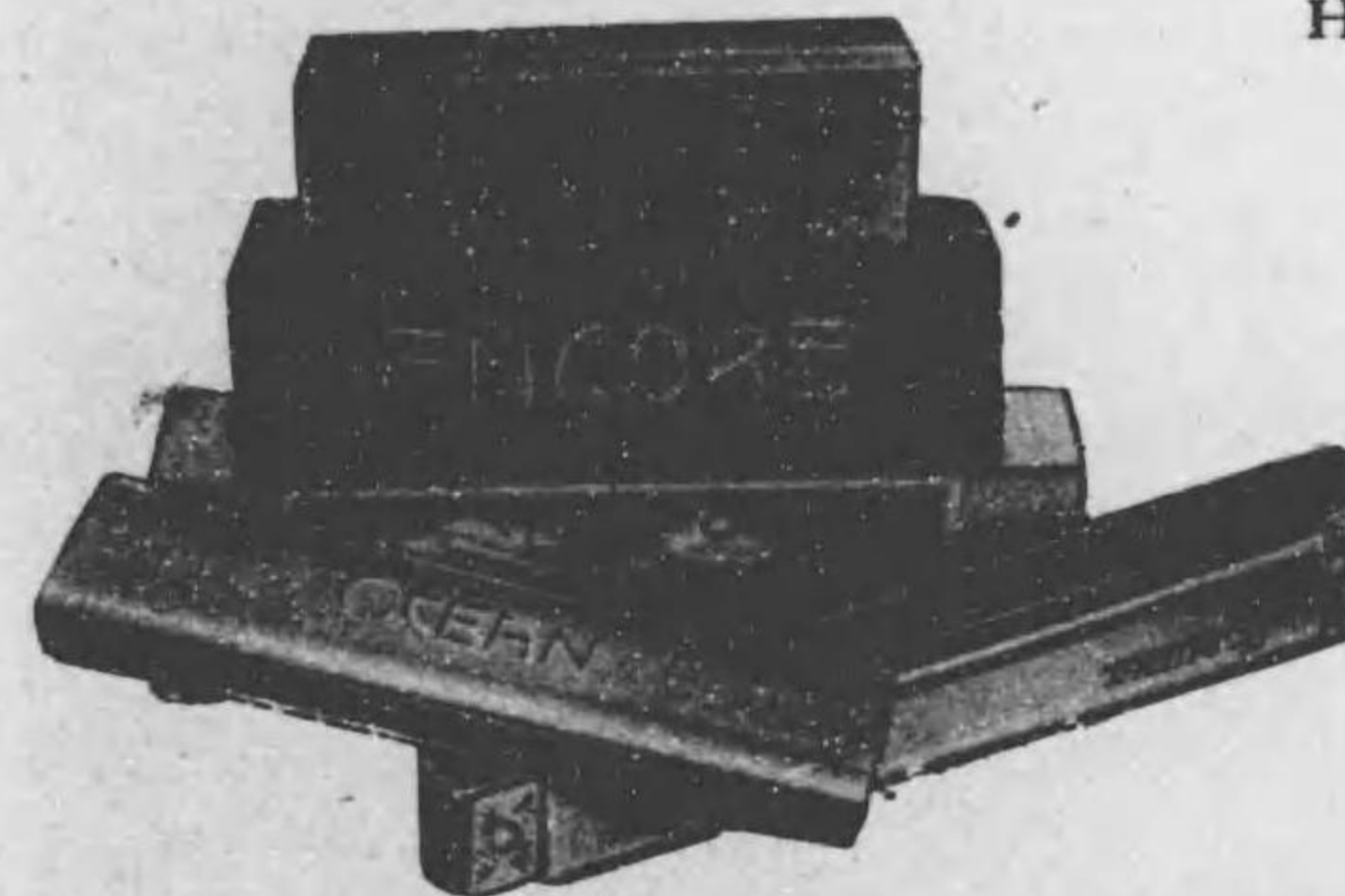
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Gifu is synonymous with the time-honored Cormorant Fishing—a peculiar mode of catching 'Ayu' with cormorants under cover of night. The scene presents a quaint and romantic charm with boats illuminating the darkness with torches. A fleet of pleasure boats gaily bedecked with multi-colored paper lanterns add further enchantment to the romantic atmosphere.

The Nagara River, skirting the northern limits of the City, is spanned by the Nagara Bridge near which the centuries-old fishing is enjoyed. This and the lovely Mt. Kinkazan and Gifu Park, form an exceptionally beautiful scene, giving Gifu undoubtedly an honored place among the many tourist centers of Japan.

YOKKAICHI has been making vigorous strides toward a world trade port and as a manufacturing center. Yokkaichi Port, favored with its excellent harborage, has undergone extensive improvements at an enormous cost in the past 20 years to further facilitate its traffic, being equipped with every modern device to enable it to act as an international trade port. Many large factories, being attracted by these facilities, began to appear in this city and the port has grown also as a manufacturing center. The city had a population of 63,732 in 1940.

During 1937, the foreign trade of Yokkaichi amounted in value to ¥13,791,000 in exports and ¥94,725,000 in imports. Of the imports, wool accounted for as much as ¥64 million. Other principal imports consisted of ginned cotton, rapeseed, perilla seed, etc. Among exports, the most prominent articles were earthenware and porcelain, the shipments of which amounted to ¥6 million. As regards industrial output, the principal products are cotton cloth, vegetable oil, Banko-yaki, etc. The production of Banko faience and vegetable in the city occupies an important position in the Empire's industry.

Places of interest: The Yuno-yama Hot Spring is surrounded on three sides by hills, while on the east, it offers a fine prospect of the bay and hills of Owari and Mikawa beyond. In the upper course of the Mitake River, on which Yuno-yama is situated, is a waterfall, which is one of the main attractions of this Hot Spring resort.



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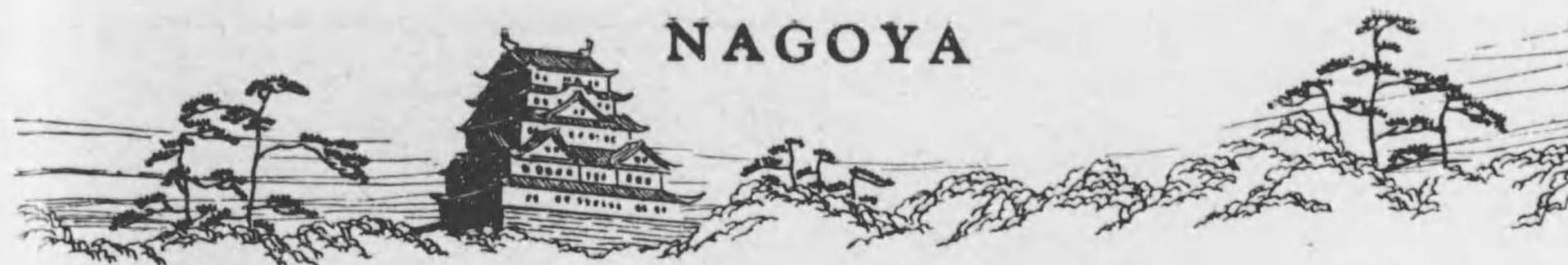
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NAGOYA



An ancient castle town whispering of bold samurai and heroic tales, and yet a modern bustling industrial city—that is the Nagoya of today, an incongruous picture of busy industrial workers living under the shadow of ancient feudal lords. For, from the golden haunts of a medieval castle, there arise fleeting dreams that linger over this stirring city.

It was in the year 1610 that Nagoya came to life with the laying of the foundation stone for the Great Nagoya Castle. At the command of Tokugawa Iyeyasu, all the lords in the country put forth every effort to make the castle one of extraordinary beauty, and here Yoshinao, youngest son of the first Shogun, ruled as lord of the district. Under his rule, Nagoya soon grew into a large and flourishing city and continued to prosper under his descendants who resided there until the Meiji Restoration in 1868. With but one vision in mind—to make this feudal town a great commercial and industrial center—these lords succeeded in opening the way to their goal.

During the Meiji Era, with the construction of railways and harbors, development leaped forward. Favored by its central position, about midway between Tokyo and Osaka, Nagoya soon gained third place both in size and economic significance. At present it has a population of over 1,328,000.

Nagoya presents a very well-planned city with its wide, paved, and very straight streets and excellent transportation facilities. The city proper is divided into three zones, residential, industrial, and commercial, each zone having its own favored characteristics. Shady nooks in parks and gardens, which were built to overcome the serious problem of the lack of open spaces in an industrial town, abound in the city, offering rest and beauty to its busy people.

Aptly termed the 'Central City,' it is blessed with enviable communication facilities both on land and sea. Through its gates passes the most important railway line in Japan, the Tokaido Line, connecting Tokyo with Osaka, Kobe, and all the way to Kagoshima City in Kyushu. It is also the terminus of two other important Government lines that run to Nagoya and to Osaka through Mie and Nara prefectures. Running to adjacent towns are five interurban railways, while within the city

名古屋 愛知縣の西部に位する濃尾大平野の中心市場で、我が國六大都市中有數の都會である。

この地は室町幕府時代には三管領に重きをなした斯波氏の守護たる地で、その宰職織田氏が守護代として治めた處であつたが、關ヶ原の役後、即ち慶長十五年に徳川家康の子義直が城地を營んで清須から移り、清須の町民また新城下に移つて市街を經營したのが本市發展のもとをなしたのである。これを「清須越」と稱し、またこの年を以て名古屋遷府の年として記念してゐるのである。徳川氏親藩、御三家の一、六十二萬石の城下町として發達した本市は、更に廣大な濃尾平野の中樞に位してゐる處から、經濟都市として異常の發展を遂げ、明治に入つて「中京」の名稱を與へられる迄に發展した。明治の中葉以降屢々市域の擴張を行ひ、現在市内を十區に分つてゐる。

堀川口を内港とし、府内川口から天白川口にかけての大築港工事も完成し、開港場としての活動も年と共に目覺しく、その貿易額は大阪に次いでゐる。

神社・佛閣・名勝 熱田神宮（官幣大社、熱田區熱田新富町、東海道線熱田驛から三〇〇米）、名古屋城（慶長十五年に徳川氏が前田、淺野等の二十二の大諸侯に命じ、加藤清正を御城門築總大將として築かしめた天下の名城で、今尙五層の樓閣毅然として聳え、その屋上には雌雄一對の黄金造りの鯨が燦然と輝いてゐる。明治廿六年離宮となり、昭和五年廢止されて翌年名古屋に御下賜され引續き史蹟並に國寶に指定され、いま一般に公開されてゐる）、中村公園、鶴舞公園、大須觀音（附近は市内屈指の盛り場である）、覺王山日蓮寺、東西兩本願寺別院、興聖寺、七ツ寺。

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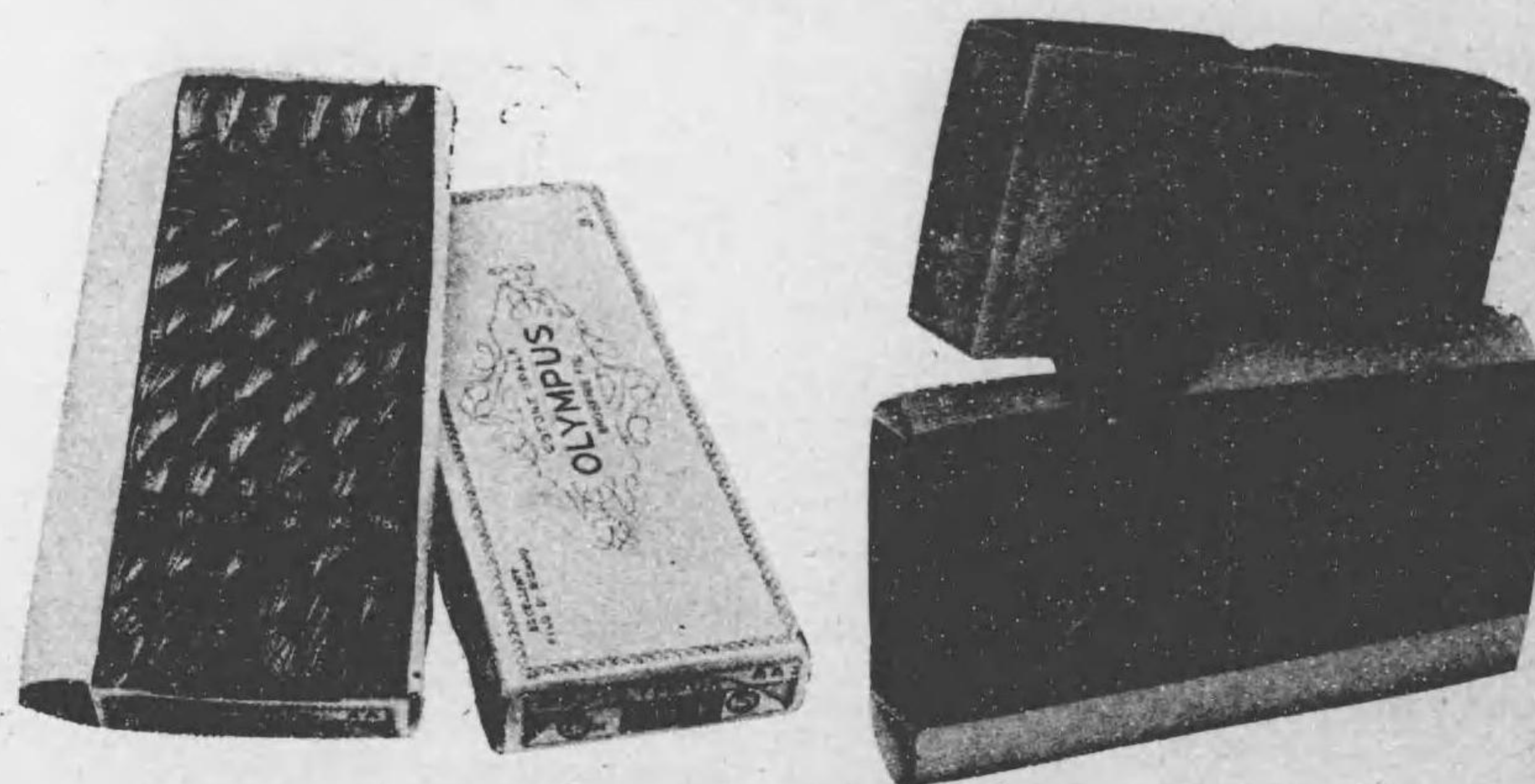
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Some years ago, the transportation of goods to and from Nagoya was mostly by land, but with the completion of the harbor works in 1910, more goods were shipped by water, and foreign trade became of great significance. As trade expanded, so did Nagoya harbor, and today its port is large enough to digest ocean liners that keep Nagoya in constant touch with all important centers. Present-day Nagoya, too, boasts an International Aerodrome which was opened on October 1, 1934.

Ranking next to Tokyo and Osaka in economic importance, the city has finally been established as an industrial and commercial metropolis of great importance in East Asia. Within twenty years, there has been remarkable developments in the output of its industry, for, in 1936, the total production was recorded at ¥1,190,605,000, an increase of ¥661,667,000 since 1920. In the cotton industry, the total output was 234.92 million yen, placing Nagoya first in the Empire. Although comparatively new, its woollen industry is the second most extensive.

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over half of the Empire's production. In this industry Nagoya cloisonné ware is famous the world over. Other principal products include machinery and tools, watches and clocks, food-stuffs, cement, fertilizer, beer, confectionery, toys, leather goods, family ancestral shrines, etc.

Principal Sights: The finest example of a Japanese medieval castle is the **Great Nagoya Castle** of the Tokugawa families. Especially beautiful are the pair of 'Golden Dolphins' perched high up on the roof. One of the most highly venerated of Shinto shrines is the **Atsuta Shrine**, founded in the second century. Here is enshrined the 'Sacred Sword,' one of the three sacred treasures symbolizing the succession of the Emperors to their Imperial Throne. **Tsurumai Park** of breath-taking beauty is the favorite haunt of both residents and visitors. Just a short distance from the city is the famed '**Japan Rhine**' of matchless beauty. An unforgettable thrill awaits every visitor to this amazing scene of foaming rapids and precipitous cliffs.

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To a man who has traversed the high seas in search of all the charms of the mystic East unspoiled by Western invasion, Kyoto spells magic—the magic of pagodas and sonorous bells, of mellow lanterns and gorgeous costumes. For time had long since stopped, and Kyoto is still dreaming of the days when the Imperial Court with all its splendor and pageantry moved through its cultured streets. While other great cities were casting off their romantic garbs of feudalism in favor of speed and precision, Kyoto alone clung tenaciously to rapidly vanishing traditions of medieval days. Even today, when the tentacles of modernism are endeavoring to encroach upon its dignity, this ever-classical city presents a wholly charming picture of ancient art and culture.

For centuries past, down through the dim ages, Kyoto had been the capital of the Island Empire, and amid its sweeping hills, court was held and laws were laid. Here Japanese history was born to run its variegated course. But when the Imperial Court moved to Yedo (Tokyo) at the Meiji Restoration, the political and educational center moved along with it, leaving Kyoto supreme in cultural art alone, completely void of political intrigue and competition. All the old splendor of ancient court days, however, is re-awakened today in the spectacular processions that often wend their way through the gay throngs, and in the Imperial Enthronement that is decreed to take place in this city.

As would be expected, Kyoto's 1,089,726 citizens live in the wealth of its artistic manufacturing industry. Fashions in art are created here and fostered by a culture-loving people. Under their deft touch, a spool of silk is quickly transformed into brocades and tapestries that defy description. Craftsmen that grow more and more skilful with the passing of years create undreamed-of treasures of lacquer, ivory, and metal. In all these fine arts of pearls and fans and color prints, one sees a city steeped in marvels of beauty.

Principal Sight: Kyoto is indeed the tourist's paradise for, no matter which way one turns, there is an over-abundance of delightful views. Even the weariest of travellers is lured over crooked little paths to seek out some hidden shrine or an ancient monastery slumbering in the ethereal light of a harvest moon. Sunny

京都 我國三大都市の一で單に京とも云ひ、東京に對して西京とも云ふ。近畿地方の名山としての比叡山及び鞍馬、愛宕等の山々に圍まれ加茂川の清流に洗はれて謂はゆる山河襟帶の地に位し、桓武天皇延暦十三年、紀元一四五四年こゝに都を遷し給うてから一千有餘年の間、王城の地として我が國政治の中心となり、美術、文學の淵藪として燦爛たる文化を維持し又、宗教の都として衆人崇敬の府になつてゐる所である。東京、大阪が夫々我國に於ける政治學術都市、商工業都市たるに對し、京都は美術工藝、宗教の中心たると共に、洛中洛外に存在せる由緒ある名勝舊蹟、神嚴なる神社、豪壯なる御藍は山紫水明の自然美と相俟て世界に於ける觀光都市として冠絶せる地位を占むるばかりではなく、更に産業都市として異狀な發展をなしつゝある。而も古都としての誇りは御即位の大禮及び大嘗會は永久に京都に於て執り行はせらるゝは、皇室典範に明記さるゝ處で、茲に本市は永久に光榮ある使命を帯ぶるものである。

市街は鴨川の清流に跨り山城平野の北に立ち、街衢井然として大路七條東西に通じ、その三條通り、四條通り、及び新京極、祇園附近等は市内隨一の盛り場となつてゐる。

京都は久しく帝都であつたことゝ、市を圍繞する自然とが市民性に異常の影響を與へ、美術工藝の上に特別の技巧と才能とを發揮せしめるやうになり、友禪染、西陣織、刺繍、蒔繪、清水焼、栗田焼、銅器等の製作に驚くべき精巧と熟練とを示して、美術工藝品の出來榮えに於ては全國中京都の右に出る所はないのである。殊に西陣織の産額は莫大であり、また綴織は佛國のコブラン織に匹敵するものである。

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flower-decked gardens cover wooded slopes, and into cool green valleys slip peace and rest.

In the **Mikado's Palace** can be found the best example of the simplicity and purity of the old Shinto spirit. There is none of the glittering ostentation that is usually expected in the abode of kings. But in the unpainted edifices that almost verge on penury can be seen a serene stateliness that signified the austere monastic life of the Emperors of old Japan. The original buildings dated back to 974 A.D., but, after constant fires, the present structure arose in 1856. Here the enthronement of the present Emperor was held in 1928.

In striking contrast to the old Palace is the **Nijo Castle**, the home of a long line of Shoguns who revelled in gorgeous splendor. As a symbol of medievalism and of the opulence and power of the Tokugawa Shogunal era, it is one of the finest and most important monuments of old Japan. Although the walls display some of the best works of the early craftsmen, at times the overwhelming profusion of wealth becomes almost barbaric.

Among the thousand and one temples that dot the hills and plains of Kyoto is the **Heian Shrine** dedicated to the Emperor Kwammu, the royal founder of the 'Classical City.' Parts of this Shrine are reproductions of an ancient

palace erected by the Emperor himself. The Main Shrine is a very plain woodwork structure, but the two-storied gateway and the Great Hall of State are bright with splashes of crimson and blue, topped with colorful green tiled roofs and gilded finials. The **Chion-in Monastery**, a romantic bit of pure old Buddhist architecture, is one of the largest and most famous temples in Japan. Originally established in the twelfth century by Honen-Shonin, founder of the Jodo Sect of Buddhism, the original buildings were destroyed time and again by fire, and those now standing date back to the era of the Tokugawas. Ideally set among rugged pines and glorious cryptomerias and maples, it is characterized by a lofty flight of stone steps and a huge bell hanging austere in its massive belfry.

Unequalled both in its tempestuous history and its Buddhist architecture is the **Honganji-temple**, a cluster of buildings composed of the Nishi and the Higashi Honganji. The latter is a comparatively new structure, construction having been originally begun at the command of Tokugawa Iyeyasu, but, after repeated fires, was not completed until 1895. When the Honganji Buddhists were first established, they were a powerful sect who successfully resisted many attempts that were made to divest them

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of their power. Their strength, however, was finally weakened by the strategy of Iyeyasu who split up the united front into two rival branches headed by two brothers representing the old and the new. Nishi Honganji is one of the most perfect examples of Buddhist art, lavish in adornment, and an amazing spectacle of Japanese applied art. With its rich and powerful offshoot, the Higashi Honganji is another example of romantic Buddhist architecture but of more modern expression.

Very close to the Chion-in Monastery is **Maruyama Park**, a cool bower of cherry blooms and maples. Its grounds contain the famous 'Night-blooming Cherry,' a tree tottering with age. At night its fairy-like blossoms dance in the magic light of a host of lanterns set among its drooping branches. Just to the west of the park stands the **Yasaka (or Gion) Shrine**, an attractive ancient structure with its mossy roof and rich wine-red walls. It is especially famous for the Gion Festival, a grand annual ceremony which was first enacted to drive away a nation-wide pestilence that raged with particular fury in Kyoto.

There is no possible end to the marvels to be seen in this city-of-sights. There is the old weather-beaten temple, the **Sanju-Sangendo**, celebrated for its Thousand and One gilded Statues of Goddess Kwannon; there is the **Fushimi Inari Shrine**, dominated by its many scarlet torii; or the feverish festivals of the **Kitano Tenjin**. The **Kinkaku-ji**, the famous gold pavillion, the **Daitoku-ji**, the **Nanzen-ji**, the **Ginkaku-ji** and so on through an unending procession of interesting temples and shrines.

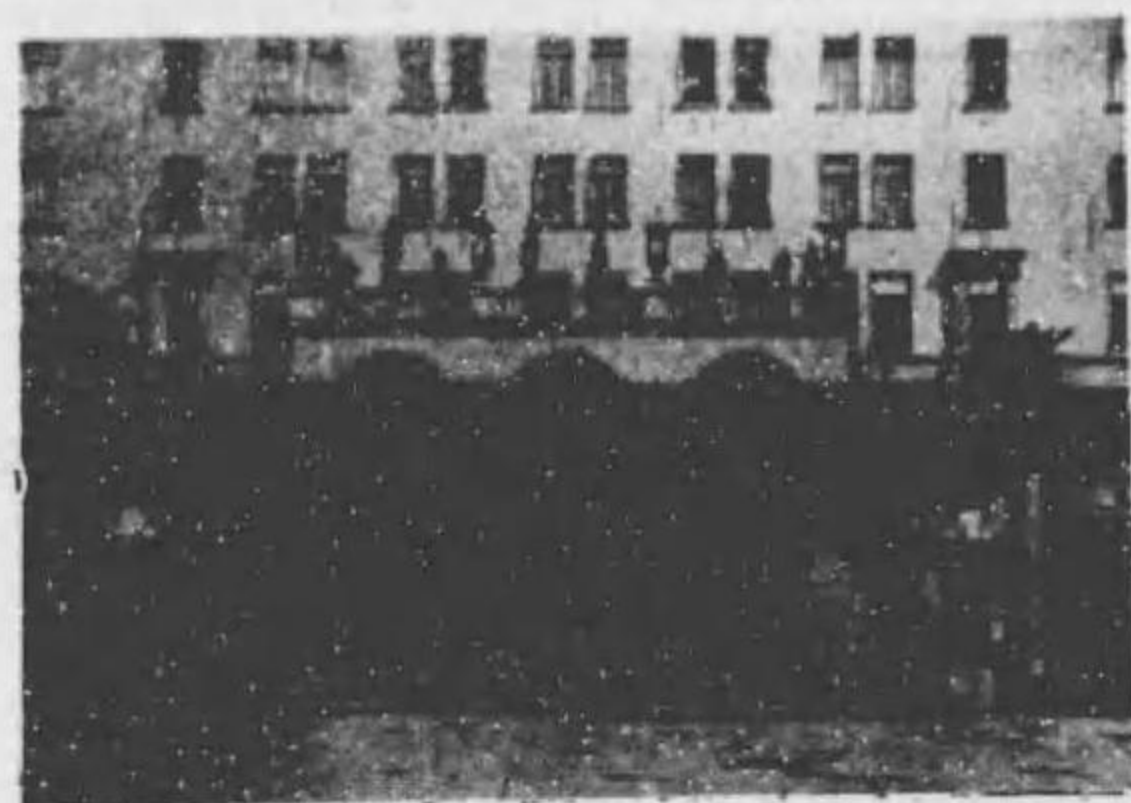
Away from the cloistered seclusion of ancient mossy temples are the natural wonders and exquisite beauties that Nature alone can create. **Arashi-yama**, a high hill situated in the suburbs, is a mountain to delight the soul of cherry and maple lovers. In spring, the hillside is transformed into puffs of misty pink, but in autumn, it bursts forth in a flame of scorching crimson. Seeking their way through the sylvan glades tumble many bubbling streams and cataracts over which hang romantic little bridges with such picturesque titles as 'Moon-gazing Bridge' and 'Emperor-visiting Bridge.' Because native artists have always loved to picture the mountain under showers of slanting rain, it received the name, **Arashi-yama** or the 'Storm Mountain.'

A visit to **Arashi-yama** is incomplete unless one shoots the famous Rapids of **Hozu-gawa**. The rapids start at **Miya-no-shita** and dash precipitously through narrow gorges and rocky valleys between two ranges of hills with

寺(日蓮宗大本山)、壬生寺(律宗別格本山)、東本願寺(眞宗大谷派本山)、西本願寺(眞宗本派本願寺派本山)、本能寺(本門法華宗本山)、京都植物園、新京極(市内随一の盛り場)、神泉苑、(東山方面)平安神宮、官幣大社)、八坂神社(同上)、吉田神社(官幣中社)、建勳神社(別格官幣社)、護王神社(同上)、豊國神社(同上)、永觀堂(淨土宗本山)、清水寺(法相宗中本山)、銀閣寺(臨濟宗)、建仁寺(臨濟宗大本山)、高臺寺(臨濟宗、黒谷(淨土宗本山)、栗田口御所(淨土宗總本山)、知恩院(淨土宗總本山)、百萬遍(淨土宗大本山)、智積院(眞言宗總本山)、東福寺(臨濟宗大本山)、南禪寺(同上)、東大谷、西大谷、方廣寺、三十三間堂(天臺宗)、六波羅密寺、岡崎公園、圓山公園。恩賜京都博物館、大禮記念京都美術館、動物園。洛南)伏見桃山、兩御陵、稻荷神社、官幣大社)、乃木神社(府社)、大石神社(同上)、勤修寺(眞言宗大本山)、隨心寺(同上)。(醍醐・宇治方面)醍醐寺(眞言宗本山)、平等院(市外宇治町)、黃檗山萬福寺(市外宇治村)、三室戸寺(同上)。(洛西)石清水八幡宮(官幣大社、市外男山)、大原野神社(官幣中社、市外大原)、光明寺(淨土宗本山、市外乙訓村)、松尾神社(官幣大社)、梅宮神社(官幣中社)、愛宕神社(府社、市西北部の名山愛宕山)、廣隆寺(眞言宗別格本山)、苔寺西芳寺、清涼寺釋迦堂、大覺寺(眞言宗大本山)、天龍寺(臨濟宗大本山)、等持院(臨濟宗)、仁和寺(眞言宗大本山)、妙心寺(臨濟宗大本山)、嵐山(指定名勝史蹟)、高雄(紅葉の名所)、出雲神社(官幣大社、市外千歲村)。(洛北)貴船神社(官幣中社)、鞍馬寺(天臺宗)、八瀬、大原ノ里。

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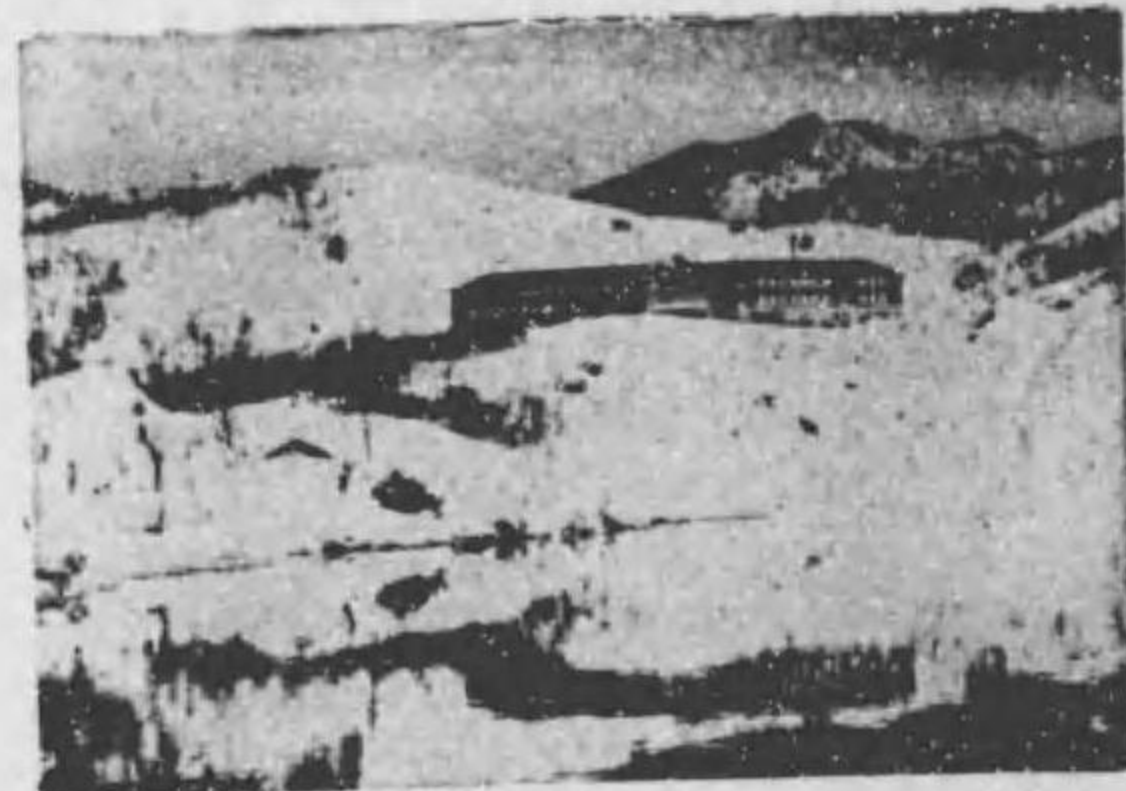
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Atago-yama on the left and Arashi-yama on the right. Thrills and excitements fill every inch of the way as the flexible boats plunge at a sensational speed through clouds of spray.

LAKE BIWA: A trip to Kyoto without visiting Lake Biwa is missing one of the most wonderful scenes of Japan. The view of the lake from one of the hilltops is simply marvellous. The resulting effect is stupendous, creating a vivid picture that cannot be forgotten so easily. At twilight appear the glimmering lights of the little towns and hamlets lined along the shores like a string of jewels.

Lake Biwa, the largest in Japan, received its name because of its fanciful shape resembling the Japanese musical instrument, biwa, or a lute. Lying in the very heart of Shiga Prefecture in the central part of Japan, it has a romantic, legendary birth, believed to have been created overnight in 286 B.C. by the famed earthquake that caused the peerless Fujiyama to raise her lofty head from the earth. Shrouded in legends and folklore, and steeped in colorful history, the charms of Lake Biwa have been sung by the poets and reproduced by the artists down through the ages.

Out of the countless enchanting scenes that crowd its shores, a few were chosen with great difficulty to make up the famous 'Eight Views of Omi.' Mt. Hira and Katata Peninsula are very close to Otsu, the capital of Shiga Prefecture. Karasaki is famous for the Karasaki Pine Tree, a venerable old pine of thousand years or more and the largest of its kind in the world. With its three hundred or more immense bare branches of two hundred odd feet in length from tip to tip propped up by wooden crutches, the pine resembles some gigantic spider.

The Miidera Temple, standing in the midst of a grove of tall pines on a sloping hillside, is noted for its many national treasures in which are included Benkei's Iron Pot, a rusty broken pot from which the popular hero of Herculean strength was supposed to have eaten his bean-soup, and Benkei's Bell, which, the legend says, the mighty Benkei carried to the top of Mt. Hiei, only to be compelled to restore it to its original shelter because its sad chimes always echoed its pinnings for Miidera. The fine old Miidera Bell is loved and cherished for its strangely sweet notes that echo poignantly across the still waters.

Awazu lies in a flat plain, while Seta, well-known for its delicate ware called Seta-yaki, is situated at the very tip of the lake. Seta Bridge, made up of two parts joined by a tiny

island, is the scene of many stirring episodes, is the favorite spot of nature lovers to view the evening glow over the placid lake. At Ishiyama is the temple of the Goddess Kwannon with grounds abounding in fantastically shaped rocks from which it received its name, 'Stone Hill Temple.' The mellow glow of huge fire-flies that haunt this region rivals the bewitching charm of the harvest moon.

OTSU: Another city putting in its claim to royalty is Otsu, a picturesque town at the tip of Lake Biwa, for long ago, in the second and again in the seventh century, it was the home of the Imperial Court. Now it is the thriving capital of Shiga Prefecture with a population of about 68,000.

Beautifully situated amidst the famous Hira and Hiei mountains, Otsu is a city primarily of fascinating sights. One of its foremost claims to fame is the tomb of Japan's greatest 'haiku' poet, Basho, of the seventeenth century, who asked to be buried here. Another renowned tomb is that of Kiso Yoshinaka, a brave Genji samurai of amazing strength, who was killed in battle near here. A remnant of the rule of Emperor Tenji is found in the ancient site of the old Imperial Palace, while many relics of past splendor have been unearthed by archaeologists. Otsu also has its share of cherry blossoms, chiefly in Nagara Park at the foot of Mt. Nagara.

大津 は琵琶湖の西南岸に沿って発達した街で古來京都への東門、湖上の要津として交通上の要地である。紀元一三二七年天智天皇大和より都を此處へ遷し給ひ志賀大津宮と稱し給ふた聖地で、史蹟に富む一方湖上遠く比良、比叡、三上の諸山を望み風光が佳い。

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OSAKA

Osaka is, perhaps, the most paradoxical of cities, for what could be more incongruous than to take the sooty factories and plant them in the midst of the age-old canals of romantic Venice. Yet that is the picture of the present-day Osaka, a great industrial metropolis of Japan with its countless manufacturing plants, and the 'Venice of Japan' because of the intricate maze of streams and canals that wind their way under hundreds of odd little bridges.

A cloud of heavy smoke hovering over the immense flues and chimneys of a metropolis is the first sight to greet the eyes of visitors to Osaka, a city of unceasing activity situated on the River Yodo which runs into Osaka Bay at the tip of the Inland Sea. Under this smoky shroud, Osaka's 3,252,340 citizens are employed in various manufacturing industries that have kept the city beyond rivalry until recent years and then to be surpassed only by Tokyo.

The modernization of Osaka has progressed rapidly during the last thirty years and it is quickly losing its original character. Where once the canals and rivulets were the important means of transportation, the up-to-date railways and wide roads for street cars and motor buses meet the demands of a speedy civilization, and the significance of water communication is gradually losing its importance.

After viewing the Osaka of today, the second largest city of Japan and second only to Tokyo in production and progress, it is difficult to picture the unimportant Osaka of ancient times, where the first Emperor Jimmu landed in 660 B.C. Later, in the fourth century, the city was chosen as the capital by the benevolent Emperor Nintoku who built many roads and canals to aid in its development and prosperity. From that time, Osaka's future importance as an industrial center slowly began to take shape, and when in 1584, Toyotomi Hidevoshi, head of a powerful family that preceded the Tokugawa Shoguns, built his strong castle there, a solid foundation for Osaka's leadership in Japan's industrial world was laid. Even the downfall of the Toyotomi Family and the removal of the Tokugawa Shoguns to Tokyo caused no setback in the ever-growing commercial prosperity of the city, which remained indisputably the economic center of the Island Empire.

大阪 我が帝國第二位の大都市で、東部にある帝都東京と東西に對立する大商工都市である。

市は所謂瀬戸内地構帯の東部に當る淀川陷落帯の西端に位し、淀川及び大和川によつて形成せられた大三角洲上に發達したところである。地勢は概して平坦であり、市内に淀川、木津川を始め大小の河川四通へ達して舟運の便を與へ、南には攝津灣を控へて海陸運輸の便がよく、一に「水都の」の異名がある。

大阪の地は古くは難波、浪速または浪華と云はれ、仁徳天皇の御代こゝに高津宮を置かれ、浪速津の名は廣く世に知られてゐた。爾來奈良朝時代迄は三韓の貢船、隋唐への使船の着發地となり、蕃客のための難波館その他の客館が建設され、また此の要津を管するため、特に京官に攝津職を置かれ、外國との交渉、我國文化の發展上に重要な役割を持つた地であつた。然るにその後幾多の變遷を経て難波の繁榮は神寄川筋の江口、神崎、その他の地に移り、その上鎌倉、吉野兩時代には難波の地は屢々兵戰の巷になつたので、民家の焼失せるもの多く、西行の歌「津の國の浪速の春は夢なれや葦のかれ葉に風渡るなり」の如く全く衰微するに至つた。降つて戰國時代に入るや、蓮如上人の孫證如上人は、山科の本願寺を移して、今の大阪城址の地に石山本願寺を建立し、俗に石山御堂または大阪御坊と稱して壘濠、守備を嚴にして細川氏、畠山氏及び法華宗一撥に對抗するに至つたので、大阪はまた繁榮の端緒を得た。石山本願寺は天正年中屢々織田信長の攻撃をうけたが顯如上人は頑強にこれと相抗して降らなかつた。しかるに天正八年正親町天皇の御諭旨を蒙り、顯如上人は遂に城址、寺院を織田信長に致して紀州鷲森に退去した。のち間もなく織田氏亡び、豊臣秀吉が信長の後を繼いで天下の權を握るや、關西の諸侯に命じて天正十一年石山本願寺の跡に名城大阪城を築いて施政の中心となし、天下の豪商を集めたので大阪は頗る繁榮を加へた。豊臣氏の亡んだ後も尙全國商業の中心地として、また各藩の物産



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The industrial activities of Osaka consist of nearly every line of business with extensive and varied manufacturing interests, especially in the vast output of cotton and woollen goods. The total industrial production of the city during 1937 amounted to ¥2,146,000,000. Some of the leading industries are metal manufacturing, chemical industry, machine and tool industry, as well as spinning and weaving, which combined account for more than half of the value of all industrial products of Osaka.

The respective values of the principal groups of industries in 1937 were as follows:—spinning and weaving, ¥171,097,000 (¥145,546,000 in 1936); ceramics, ¥54,294,000 (¥47,187,000); chemicals, ¥319,782,000 (¥252,973,000); wood and wooden articles, ¥34,884,000 (¥28,495,000); printing and book-binding, ¥56,527,000 (¥50,609,000); foodstuffs, ¥80,195,000 (¥64,246,000); etc.

Osaka has many institutions that contribute in no small measure to the development of its commerce and industry. The oldest and most widely known institute is the **Osaka Chamber of Commerce and Industry**, the function of which is to investigate and inquire into all matters concerning commerce and industry, and to introduce foreign merchants to established ones. The leading institute for experiment and guidance is the **Osaka National Industrial Laboratory**, while the **Municipal Industrial Laboratory** serves the general public in industrial research. To encourage investigation and the study of advertising methods, the **Osaka Commercial Museum** was established with exhibits of foreign and domestic articles of commerce. Other important institutes are the Industrial Section in the Municipal Office of Osaka, the Municipal Industrial Museum and the Trade Office of the Department of Commerce and Industry.

Manufacturing may be Osaka's greatest claim to importance, but it is by no means the only one, for this great metropolis has one of the busiest and best equipped trade ports in East Asia keeping pace with both Yokohama and Kobe in size and activity. The rapidity of the industrial progress within the city called for the importation of large quantities of raw materials, foodstuffs, and other articles, resulting in an unparalleled activity in Osaka's exporting trade.

The increased activity naturally demanded first rate harbor facilities to allow the goods to be carried directly into and out of the city. Once Osaka's harbor was constantly in danger of huge waves and strong winds besides being persistently choked up with sand, proving a

交換の大市場として、この地の物價の高低は直ちに全國に波及する迄に至り、明治維新後になつても尙關西の經濟界、商業界は全く本市によつて左右される程であつた。明治廿一年市町村制の發布により、東、西、南、北の四區からなる自治制を施行したが、その後市勢の發展に伴ひ數次の大擴張を行ひ、現在では十五區になつてゐる。古くから安治川以北を天滿、蜷川以北を新地、中央部を船場、島ノ内、南部を難波新地と云つてゐる。その最も繁華なのは船場、島ノ内で、淀屋橋筋、心齋橋、道頓堀、千日前、堺筋など特に繁昌を極めてゐる。船場は銀行問屋街で市の金融市場をなし、堂島、中ノ島には官衙の宏壯な建物が軒を連ね、京町堀附近には徳川時代に於ける大阪風の繁華が今に尙残つてゐる。

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great hindrance to any ships wishing to trade directly with the industrial center. These disadvantages kept Osaka's port activities at a stand-still with only the merest trickle of ships finding their way into the city. As time passed, the handicaps caused by the lack of proper harbor facilities became more and more apparent. Finally the authorities were prompted to plan the construction of a modern harbor. After thirty long years of continuous effort, the gigantic Osaka harbor arose, bringing to the millions of citizens every advantage of modern construction. Close by the handsome wharves appeared rows of sheds and warehouses with cranes and derricks installed at convenient spots for general use.

With the completion of the harbor works, many shipping companies gathered at Osaka to meet the demands of the tremendous output of manufactured goods, the N.Y.K. and the O.S.K. taking over the bulk of the cargo destined for different ports. Thus, a new harbor had given a new impetus to the importing trade and time has brought still more greater activity and prosperity to Osaka's port.

The exports of this throbbing city consist chiefly of cotton piece goods, cotton yarns, artificial silk tissues, machinery, iron manufactures, artificial silk, woollen tissues, knitted goods, etc.

Principal Sights: In this city of sooty turmoil, all is not smoke stacks and factories. There are a few breathing spaces scattered at random, appearing all the more beautiful because of the striking contrast between the noisy plants and the cool refreshing retreats of Nature. In the very heart of the industrial section is a beautiful crescent-shaped island, **Nakano-shima**, reclaimed from the Yodo River. At one end of this narrow strip, which divides the river into two narrow streams, the Dojima and the Tosabori Rivers, is Naka-no-shima Park, a lovely bit of landscape forming a favorite beauty spot for the business people. It contains the bronze statue of Toyotomi Hideyoshi, founder of modern Osaka. Considered the civic center of the city, Naka-no-shima has within its narrow limits the Municipal Office, the Central Post Office, the Central Public Hall, the Prefectural Library, the Bank of Japan (branch), and the Osaka Asahi newspaper office.

Originall called 'The Golden Castle,' the **Osaka Castle**, although completely rebuilt, still gives evidence of the once colossal structure that guarded the southern districts. Built by Hideyoshi at the height of his power, this impregnable stronghold involved the labor of

thousands of people who toiled day and night to build the greatest and strongest fortress ever seen in Japan. Some of the immense stones in the girdling walls, which were supplied at the command of Hideyoshi by his lords who vied with one another to produce the largest rocks, measure over twenty feet in height and breadth.

The oldest temple in Japan, **Shitennoji**, was founded by Prince Shotoku, who was intimately associated with the introduction of Buddhism into the Island Empire. Its famous Bronze Bell is believed to be the biggest in the world, measuring 26 feet in height, 16 feet in width, 1½ feet in thickness, and 156 tons in weight. Close by is **Tennoji Park**, the best equipped park in the city. Osaka also has the only **Imperial Mint** in Japan, established in 1871.

Where once only a short while ago lay the lonely burial grounds for the bodies of executed criminals, now are found the gayest pleasure quarters of Osaka. **Dotonbori** and **Sennichi-mae** are overflowing with theaters, cinema houses, restaurants, and shops of every description. Osaka's Ginza is **Shinsaibashi**, a gay and busy street thronged with shoppers. Tucked in between the two huge department stores, Daimaru and Sogo, are tiny shops that sell a variety of novelties, both foreign and Japanese. **Mitsukoshi**, **Takashimaya**, and **Matsuzakaya** Department Stores are established along **Sakaisuji**, the erstwhile business center of Osaka.

The Hotel New Osaka: For visitors to the great industrial center, the trend is to the Hotel New Osaka, the largest building of Venetian architecture ever seen in Japan. A thoroughly twentieth century hotel for twentieth century people, it is conveniently located in the very heart of the city with a charming outlook over romantic canals, offering peace and relaxation to sightseers and shoppers amid Osaka's noisy turmoil.

Within its open doors, quiet serenity awaits the tired travellers, dispelling all sense of fatigue and care. A spacious lobby and foyer, combining Western architecture with Eastern decorative beauty, is a balm to frayed nerves, while a large and beautiful dining room, with an adjoining annex for luncheons or dinner parties, manifests the hotel's keynote in quiet dignity. There is also a cozy English-style Grill Room where epicures may choose their meals and watch the cooking.

At the top of a marble staircase on the first floor is the library tearoom and ladies' beauty parlor besides the numerous suites de luxe, reserved for distinguished guests. The rest of the southern wing contains the guest rooms,



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230 bedrooms, 230 baths, and 230 outside exposures, while the entire northern wing is devoted to Social Halls.

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SHORT EXCURSIONS OUTSIDE OSAKA

Venturing without bounds in search of hidden beauty, travellers are lured over paths along the picturesque coast of the Kii Peninsula. Lovely landscapes of tiny islands floating in a sea of azure, mossy shrines of by-gone days strewn about in remote corners, and countless refreshing spas all combine with a very mild climate to make the southern portion the favorite holiday resort. **Doro Gorge**, several miles in length, is divided into three parts, the first section being popularly known as the "Nine hundred yards of deep tranquil water."

Among many hot springs along the peninsula, the **Shirahama** and **Yuzaki Spas** are perhaps the most popular. Shirahama has a spectacular geyser spouting in the sea near the shore-line, the water rising ten feet in the air. Yuzaki's fame lies in the seven springs honored by Imperial visits in the earlier days.

Proceeding further inland are two famous mountains, **Yoshinoyama** and **Koya-san**. Yoshinoyama and cherry blossoms are synonymous for, nowhere in all Japan is there a spot comparing with the cherry blossoms that cover the entire hillside. In April, the whole mountain is transformed into one gigantic bouquet of delicate pink. On the very summit of Koya-san is the celebrated monastery founded in 816 A.D. with about 120 of the ancient temples still remaining.

What Jerusalem is to the Christians, what Mecca is to the Mohammedans; that is what **Ise** is to the people of Japan. Dedicated to the Sun-Goddess, **Amaterasu**, to whom the Emperors trace their ancestry, the **Grand Shrines of Ise** are the most venerated in a country overrun with sacred spots. Every year, to this sanctified site, hordes of devout Shintoists make a holy pilgrimage to invoke the protection of the Gods, and return with bundles of charms cut from the sanctified wood of the shrines. From ages unknown, it has been the custom to construct new shrines every twenty

years to replace the old ones that are razed and cut into thousands of charms. Very modest, simple structures, made of unpainted cypress of the finest grain, are set in magnificent groves of huge ancient cryptomerias that weave a spell of such profound reverence as to be equalled nowhere else in East Asia.

No one travels to Japan without visiting the Grand Shrines of Ise, and no one goes to Ise without visiting **Nara**, one of the most picturesque and thoroughly Japanese cities in the Island Empire. Though Nara may boast of its ancient glory, its famous shrines and temples, and its charming views, yet its greatest fame lies with the thousands or more velvety sacred deer that wander at will around the parks and woodland hills. These guileless trusting creatures, haunting the famous Nara Deer Park by the hundreds, have been so protected by law that they fear no man; on the contrary, they often overdo their friendliness. The annual Deer-Horn Cutting Festival, much to the disgust of the deers but to the supreme delight of many of the spectators, is a miniature rodeo held in the fall when more than a hundred of the little animals are skilfully dehorned, the horns being sold later in the form of curios. Nara Park is especially bewitching when the deers roam among the huge trees festooned with showers of delicate wisteria. The **Kasuga Shrine**, another of the highly venerated sanctuaries of Japan, stands within the park.

伊勢神宮 内宮と外宮とに分れ、内宮は皇大神宮と稱し奉り五十鈴川の上に、外宮は豊受大神宮と稱し奉つて高倉山の麓に鎮座します。

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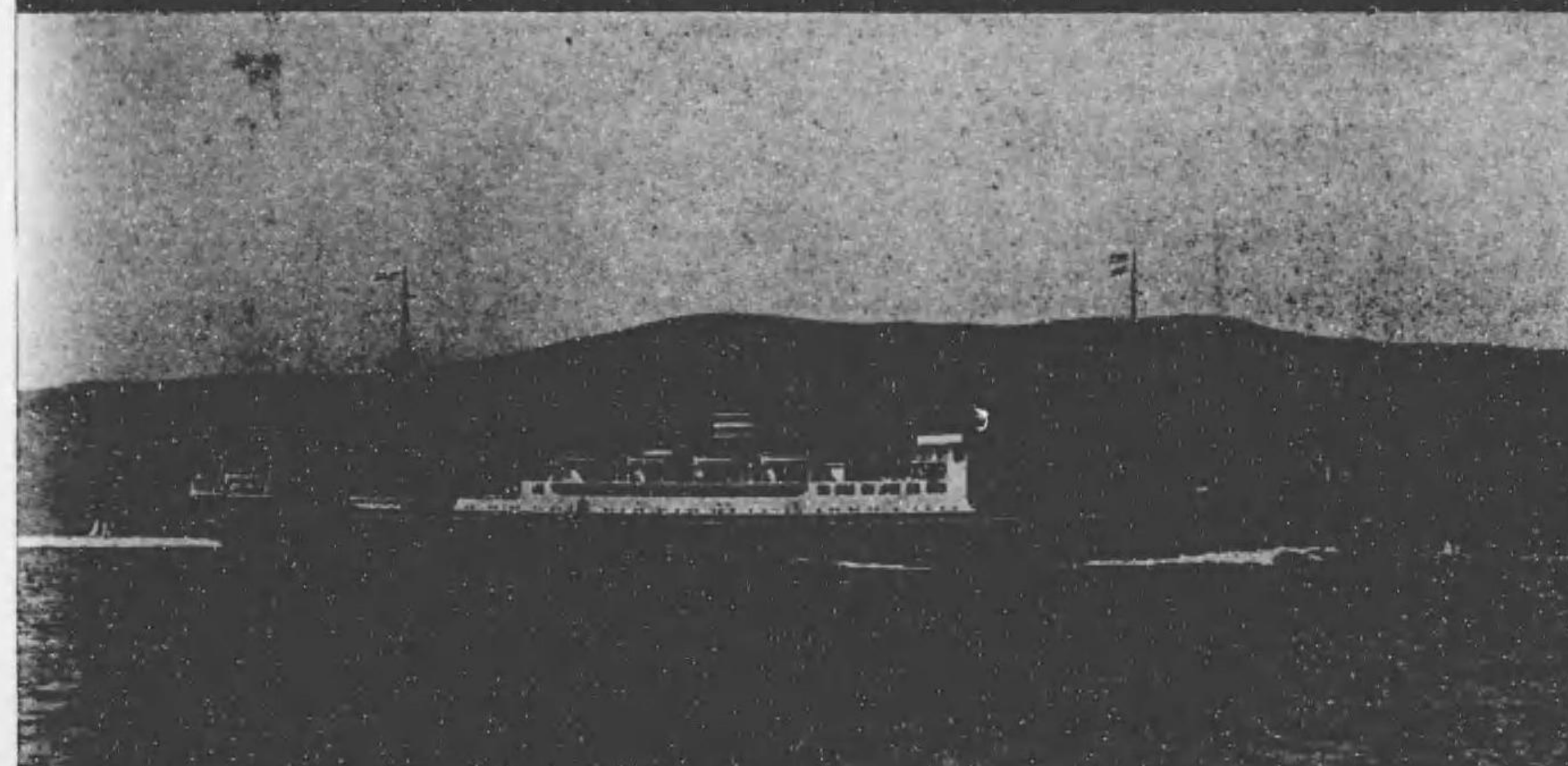
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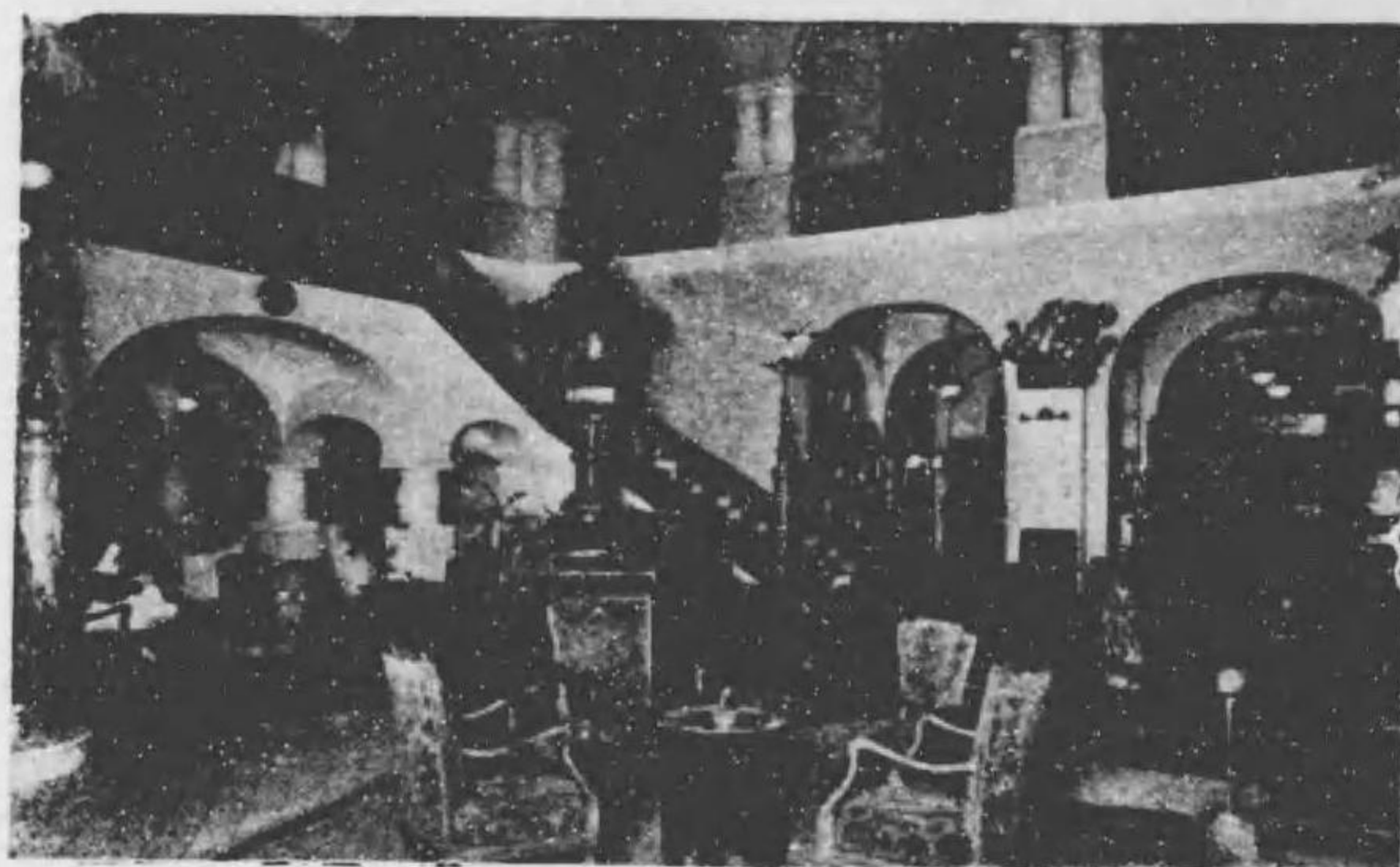
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K O B E



Kobe, one of the six big cities of Japan, faces the beautiful Inland Sea and is endowed with an excellent natural harbor. It forms the center of activities of Hyogo Prefecture, and in parallel with Yokohama, it is the busiest trade port of Japan, particularly as the city lies close to Osaka, a great industrial and commercial pivot of the nation. It has a population of 967,234.

The traffic between Kobe and Osaka is very heavy, but thanks to an advanced means of transportation by the Hankyu Express Company, Hanshin Electric Tramway, the Government railways, all connecting the two cities in thirty minutes, an interurban tram and bus services along a magnificent automobile highway, thousands of passengers and a huge volume of cargo are sufficiently digested every day. This amazing growth of Kobe may be attributed to two main causes, the natural advantages of the city's location and the far-sighted administration of municipal officials.

Most of the foreign consulates in Kobe, steamship companies, banks and business concerns are located in a district surrounding the Oriental Hotel, forming the business center of the city. This district, incidentally, is the site of the former Foreign Settlement, which the Japanese Government set apart for foreigners at the time of the opening of the port.

Principal Sights: Despite the ultra-modern influence, the city still retains much of the old charms of the days gone by, with ancient shrines and temples such as the Ikuta Shrine, Nagata Shrine, Minatogawa Shrine, etc. Facing south, Kobe is backed by the Rokko mountain range which shelters the city from the cold winds and offers Kobe many scenic spots in the mountains.

Sumanoura Park, located in the southwestern part of the city on the slope of Mt. Hachibuse, covers an area of 880,00 square meters and faces the picturesque Inland Sea. The Tourist House, built by the city is well situated and commands an extensive view of the harbor on the west, Kobe and Osaka on the east and a splendid view of a peaceful looking Awaji Island in the distance.

The **Nunobiki Waterfalls**, consisting of two cascades called the "Male" and "Female" falls, are located in the hills behind the city, only

神戸 我が國六大都市の一で兵庫縣の中心都市である。本市は瀬戸内海に臨む良港を擁し、大商工業都市たる大阪を近くに控へ、且つ豊饒な物資を有する關西地方の貿易上の門戸をなしてゐるので、横濱と共に本邦の二大通商港となつてゐる。發達の狀況も横濱とその軌を同じくし開國の機運、國勢の發展に伴つて今日の隆盛を來した。明治廿二年市制施行、その後數次の擴張を行ひ現在灘、葺合、神戸、湊東、湊西、湊、林田、須磨の八區を置いてゐる。市内で最も繁華なのは榮町通りでそこは神戸金融の中心であつて銀行會社が多い。元町通は商業が盛んで海岸通りは交通運輸の中樞となつてゐる。明石—神戸—大阪—京都間に省線電車、神戸、大阪との間に阪神急行電鐵及び阪神電車の便あり、又市内電車及バスの便が四通發達してゐて交通は日本一の稱がある。

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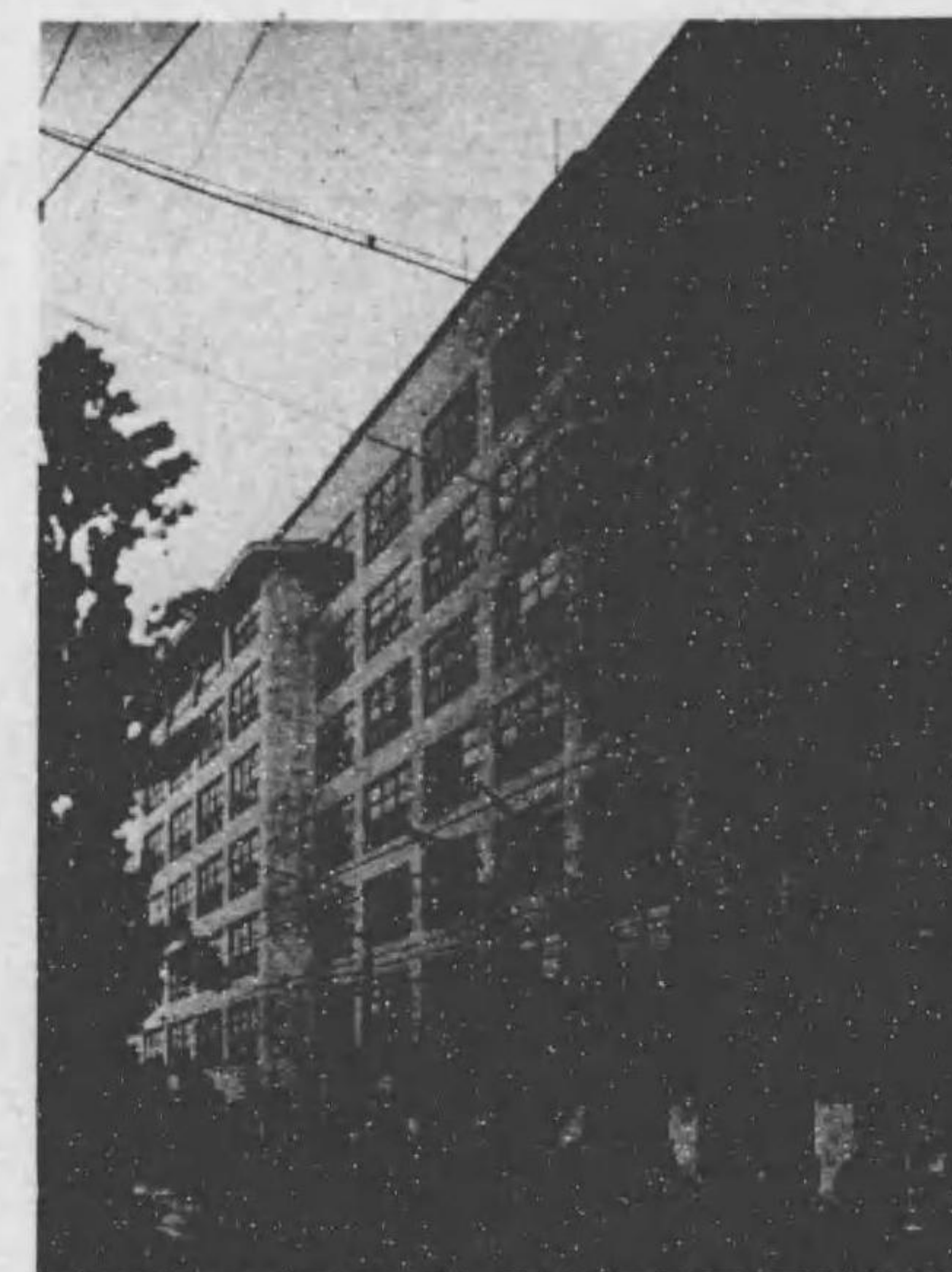
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a few minutes' walk from the car-line. The Okurayama Recreation Ground, on the crest of a hill at the western part of the city, is the site of the statue of Prince Hirobumi Ito, the noted diplomat during the Meiji Era. Futatabi Park, situated on the slope of Mt. Futatabi, famous for the Dairyuji temple, has a lake where boating and fishing during summer and skating during winter may be enjoyed. There are numerous hiking courses leading to Arima Hot Spring, Mt. Maya, Mt. Rokko, Takarazuka, etc.

Motomachi is the main shopping street of Kobe flanked on both sides by rows of fascinating shops selling silk goods, embroideries, curios, damascenes and other sorts of lovely things. Shinsekai, which starts from Minatogawa Park, is an amusement center wherein are found many cinema-houses, restaurants, skating rink and tuck-shops.

Short Drives from Kobe: A winding road, that meanders through the colorful gorges and lovely groves of pines and maples of Mt. Maya, leads to a long flight of steps climbing high up to Maya Temple, dedicated to the mother of Buddha. The spectacular view of the surrounding hills cradling the silvery blue of Osaka Bay is without comparison. A very popular mountain resort is located on Mt.



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There is a charming drive across the range of green hills to Taisanji, one of the oldest temples in existence; then on to Akashi, where still remains a relic of feudal days in the form of ruins of the Akashi Castle. Akashi Park nearby has a picturesque Japanese garden, and in front of Hitomaru Shrine, located on a beautiful hill, stands the meridian mark for Longitude 135° East, by which the standard time for Japan is calculated. The return trip is made by way of Maiko, which is one of the celebrated scenic points found in countless numbers along the coast of the world-famous Inland Sea of Japan.

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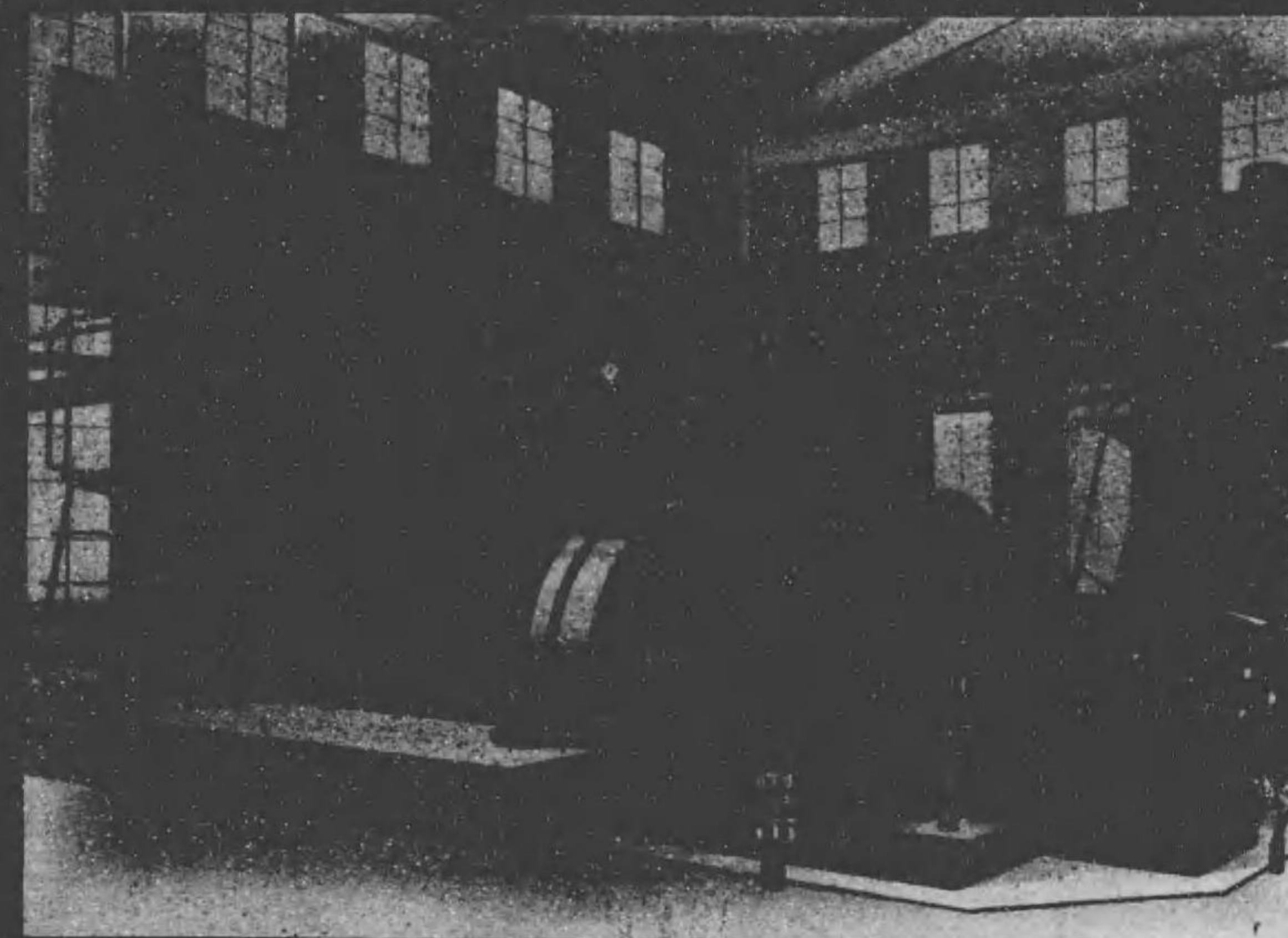
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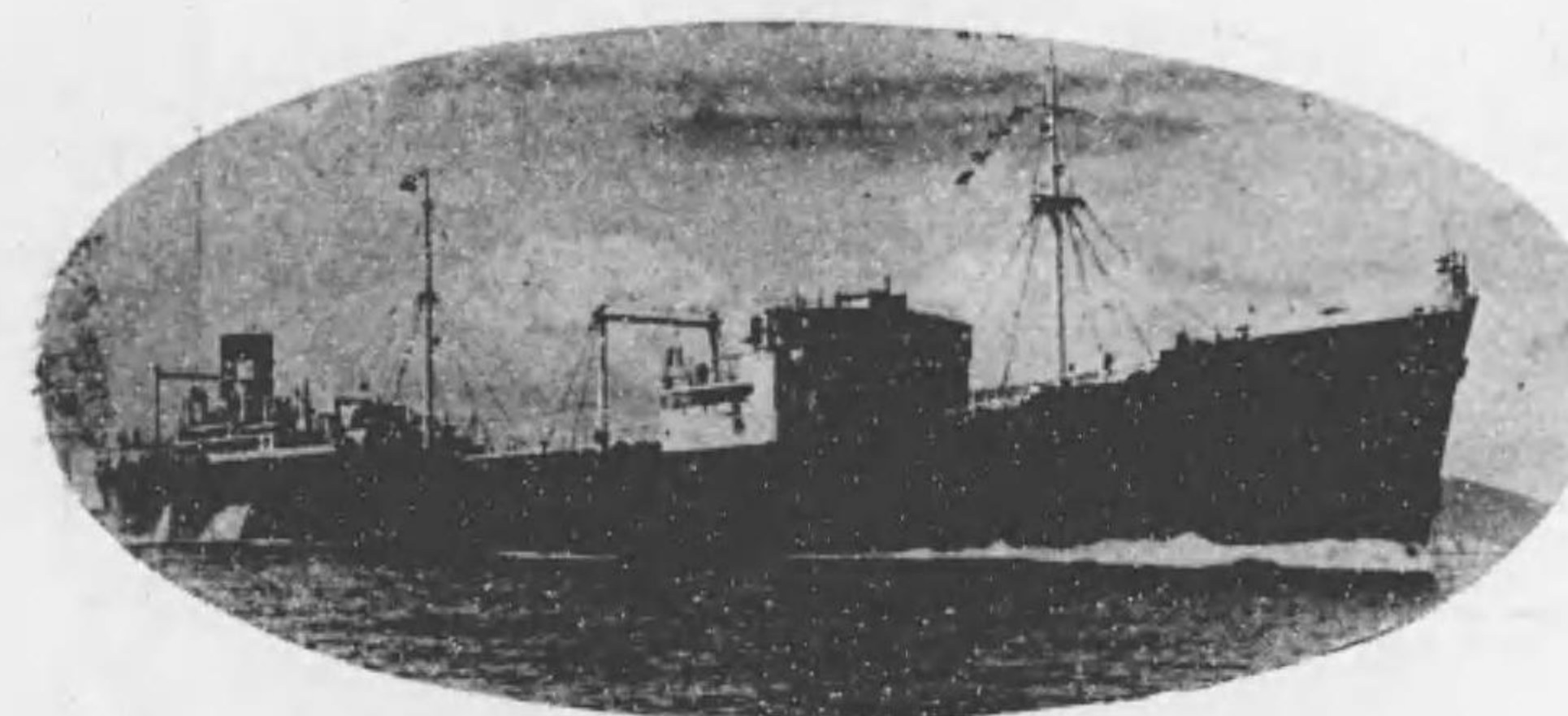
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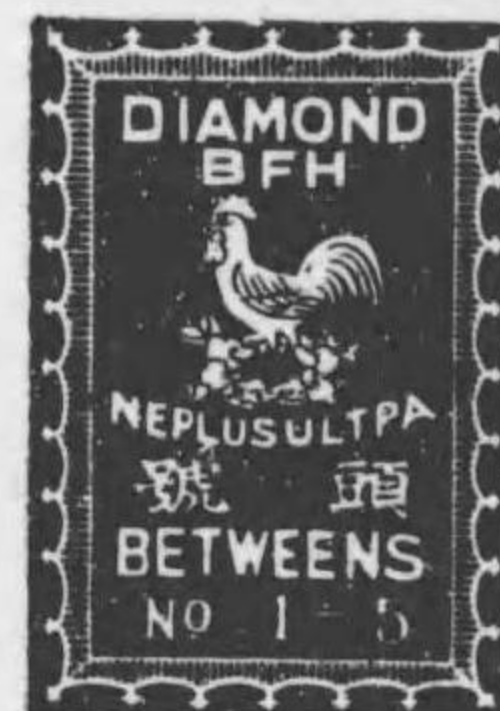
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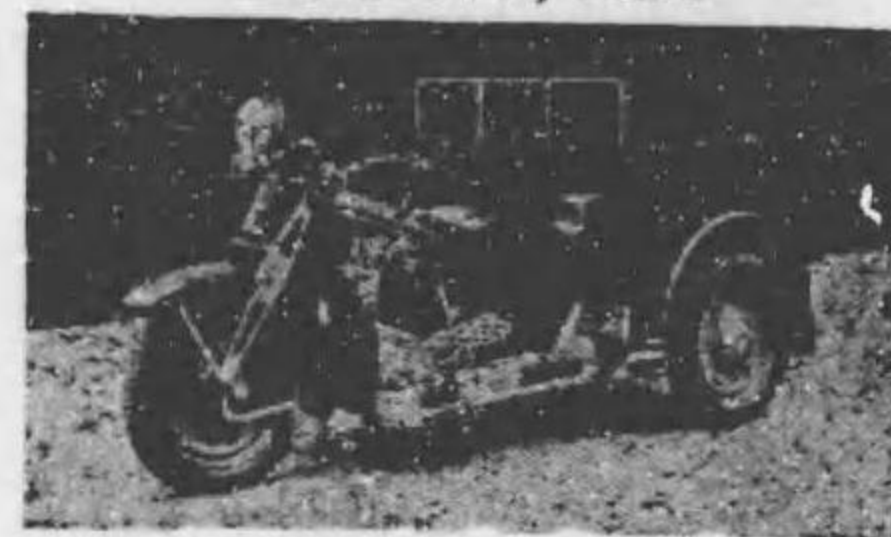
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Cities of Western Japan

SHIMONOSEKI: At the southern tip of the Japanese mainland is Shimonoseki, which holds with Moji, just across the narrow Kwanmon Straits, the key to the western gateway of the Inland Sea. With a population of nearly 200,000, it is the important connecting terminal of the mainland with the Island of Kyushu.

Quite a turbulent history lies behind this prosperous city. It witnessed the tragedy of the Heike Clan at the hands of the powerful Genji in the great sea-fight of Dannoura. Here also took place the historical 'Shimonoseki Expedition,' when England, America, France and Holland united to bombard the forts in 1863, and it was at Shimonoseki that the treaty ending the Japan-China War was signed in 1895.

This picturesque town has again come prominently into the limelight in recent years with the construction of the famous undersea tunnel across the Kwanmon Straits. Plans for the construction of the tunnel were first drawn up in 1911, but the actual work commenced in 1937. Under a four-year plan the tunnel was completed on July 10, 1941, marking the brilliant triumph of Japanese engineering skill.

For many years now frequent ferry services, operated by the Government Railways, have been serving the heavy traffic across the straits. There is also an excellent service to Fusan in Chosen across the Tsushima Straits.

Places of interest: The infant Emperor Antoku, who shared the tragic fate of the Heike Clan, is enshrined in the **Akama-gu**, the famous Shinto shrine. **Dannoura**, the site of the last sea-fight between the two great rival clans, is a beach at the eastern extremity of the city. Legends say that small crabs and fish found thereabouts are members of the Heike clan drowned in battle. The signing of the Shimonoseki Treaty between Japan and China took place at the **Shumpan-ro**, the largest inn and restaurant in the city.

下関・門司〔要塞地帯〕 下関は本州の西南端に位してゐる港市であり、門司は九州の北端を占むる第一の港市である。兩市は一帯の水の水道を隔てゝ相對し、瀬戸内海及び九州の咽喉を扼する重要な海門をなし、昭和十七年十一月十五日より海底隧道によつて兩者が接続されたので益々密接重要な關係に置かれることゝなつた。

下関は往古、長門關又は赤門(馬)關と稱し、のち略して馬關とも稱した。壽永の昔、源平の戦には本市もその戰場となり、畏くも安徳天皇には壇ノ浦の海底に入らせ給ひ、平家一門この地に亡びたことは我が國史上に著名な所である。また幕末に際しては勤王の志士、高杉晋作(東行)、桂小五郎(木戸孝允)等相集つて薩長の連衡を謀り、勅命を奉じて外艦を砲撃する等、明治維新の大業が當地に發祥したのであつた。明治十六年特別輸出港に指定せられ、明治廿二年市制施行、明治廿八年春には日清戰役終決の講和談判場となり同四月十七日に所謂「下關條約」が締結せられた。同卅二年八月正式に外國貿易港と定められ、卅五年六月市名を現稱に改めた。

門司は往古文字ヶ關と稱して太宰府に往來する行旅の警戒に備へた所であつたが、明治の初年頃には未だ寂莫たる一漁村に過ぎなかつた。明治の中葉に至り北部九州地方の開發に伴つて漸次交通の要衝として發展の機運に向ひ、明治卅二年市制施行、その後市域の擴張が行はれ、今や九州第一の港市として日進月歩の活況を呈してゐる。

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MOJI: A metropolis in Kyushu with all the attributes of a manufacturing city is Moji with a population of 140,000, located at the northern extremity of the Island opposite Shimonoseki. Like Osaka, Moji is constantly shrouded in a veil of gray smoke, pierced by scores of tall factory chimneys and huge smoke stacks.

With new, wide, and up-to-date harbor accommodations, Moji has become the largest port of trade on the southern island, and the justifiable pride of the citizens. Constantly throbbing with life of the sea dominated by handsome ocean liners ever gliding in and out of the straits, the dingy little port town of a few years back is practically unrecognizable. It is the regular port of call for various steamship lines.

As an important manufacturing city, Moji includes among its principal exports cement, wheat flour, refined sugar, ores, vegetable oils, footwear, printing paper, porcelain and vehicles. Imports comprise wheat, soya-beans, salt, ginned cotton, coal, wheat bran, etc.

Places of interest: Although a commercial city, Moji is not lacking in the charming sights that characterize the entire Island Empire. The ruins of an ancient castle, symbolic of medieval times, is a favorite spot. And, as always, Moji has its shrines of worship. **Mekari Shrine** commands a beautiful view of Dannoura, Nagato Province, where the Genji and the Heike Family fought their last dramatic battle for supremacy. Just in front of the Mekari Shrine lies the **Hayatomo Strait** characterized by a very rapid current.

The **Moji Chamber of Commerce and Industry** has contributed a great deal toward sound development of commerce and industry. Its services consist of encouraging home indus-

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福岡 福岡縣の主都で九州第一の大都會である市街は附近の平野を潤して博多灣に注ぐ那珂河によつて東西の兩部に分けられ、東の地區を博多、西の地區を福岡と通稱してゐる。博多は古の畿大津で本邦三津の一に數へられ、支那貿易の市場としてその名は古くから海外に聞え、殊に太宰府に近い要衝に當つてゐたので、守護職を置いて外敵防禦の要地としてゐた所である。福岡はもと黒田氏五十二萬餘石の城下町として榮えた所で、兩者が合併されたのは明治九年であつた。明治廿二年市制施行、その後市勢の進展に伴つて度々市區を擴張して全國第八位の大都市となつた。市中最も賑かなのは那珂川下流地帯の附近であり、特産物博多織、博多人形、高取焼、筑前琵琶、平助筆は廣く知られてゐる。

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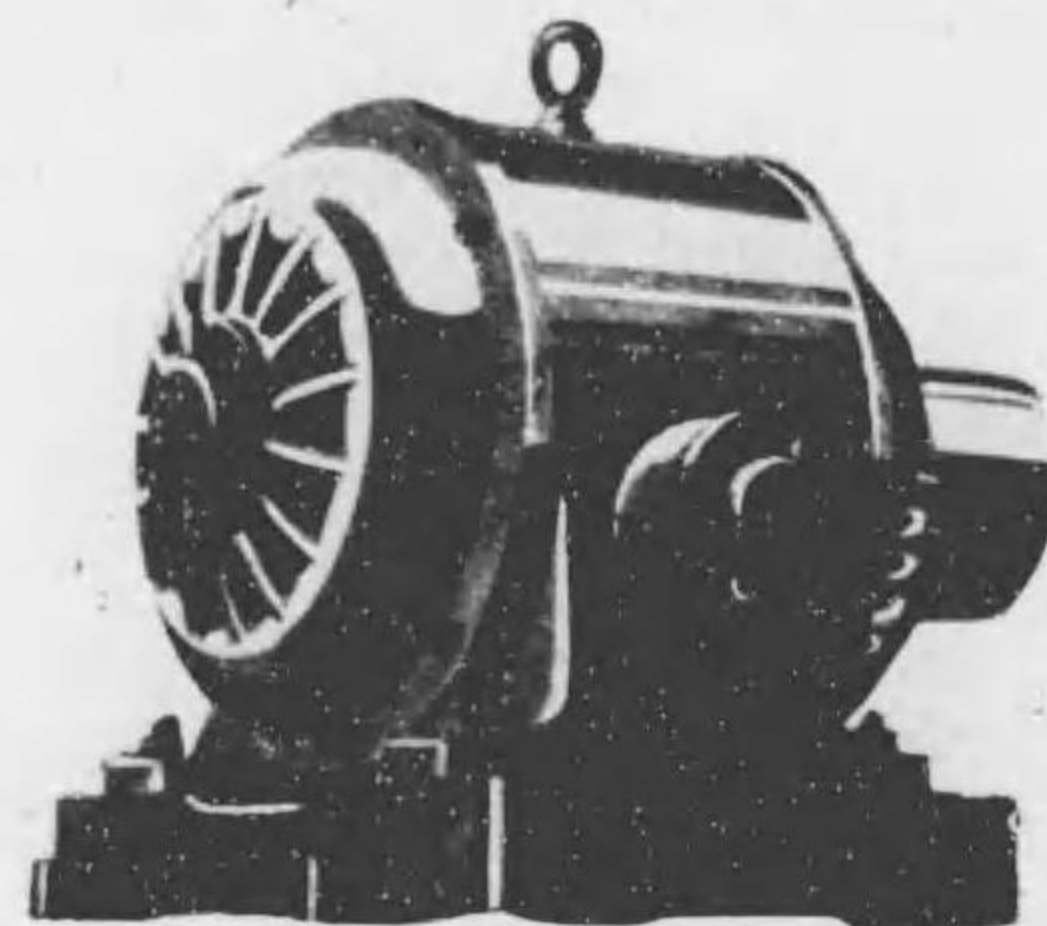
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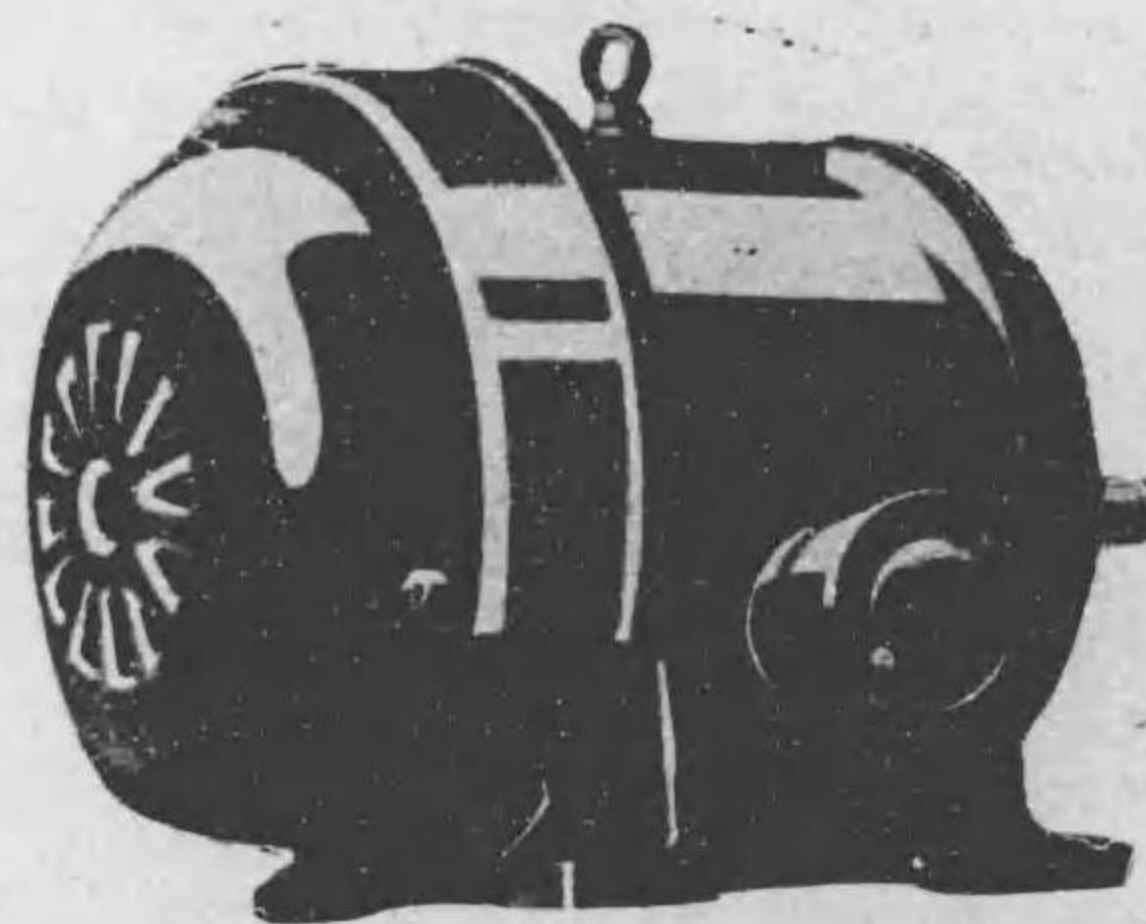
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tries, introducing home and foreign merchants to one another, and investigating and inquiring into all matters dealing with foreign trade.

FUKUOKA: One of the most prosperous cities on the Island of Kyushu is Fukuoka, capital of Fukuoka Prefecture, with a population of about 310,000. Situated in the northern part of the island, it is noted principally for its weaving and porcelain industry. Fukuoka's scenic and historical attractions include **East Park** with the bronze statue of the **Emperor Kameyama**, the ruins of **Fukuoka Castle** and **Hakozaki Hachiman Shrine**.

NAGASAKI: Attractively situated at the foot of densely wooded hills, Nagasaki with a population of 250,000 is the oldest open port in Japan. Opening on one side into the beautifully landlocked Nagasaki Bay, it boasts of a deep, well-sheltered harbor at the western end of the Island of Kyushu, a harbor of some importance as the point of departure for other Eastern countries. The port of Nagasaki presents a bustling scene of steamer traffic, especially fascinating at night with its myriad of sparkling harbor lights.

Besides the harbor, Nagasaki is renowned for the popular tortoise-shell ware, and for its 'kasutera,' a sponge cake delicacy first introduced here by foreign settlers more than 300 years ago. Its export traffic of canned and bottled foods, coal, fish, cotton yarns, soap, etc., is especially busy.

Places of interest: A restful spot tucked among bowers of cherry, pines, and maples is **Suwa Park** which commands a glorious panorama of the city, bay, and the surrounding hills. The park also contains the **Commercial Museum** where the products of the city and the Prefecture are exhibited and sold. On a raised terrace is **Suwa Shrine**, often called the **Bronze Horse Temple** for a bizarre bronze horse standing in the temple yard. Its unique annual festival is marked by lavish street decorations and processions.

UNZEN: Just a few hours from Nagasaki amidst a beautiful scenery is Unzen, a popular summer hot-spring resort. With a spa at its very center, **Unzen National Park**, on a plateau among the lofty peaks of the Unzendake Range, has special attractions when the azaleas burst forth in all their glory or when the hills are painted with flaming crimson.

Other celebrated attractions of Kyushu are **Beppu**, renowned throughout Japan as the land of hot springs, and **Mt. Aso**, the largest volcano in Japan.

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長崎 長崎縣の首都で九州の西端に位する第二の港市である。古くは瓊杵田津または玉杵名邑と稱し、天文の頃には深江の浦と稱した。降つて後堀河天皇の頃、平清盛の裔長崎小太郎なるものこの地を領し、子孫相承けて戦國時代に至り大村氏に屬した。長崎の地名はこの領主の名に因むと云ふ。天文年中(紀元二一九〇年代)以來、肥前國は天主教布教の中心となり、之と共に貿易の途が開けられ元龜元年(紀元二三三〇年)、耶穌會布教長カブラルのために、今の縣廳の附近に市街を設計して大村、平戸、島原等から商賈を招致して開港に備へた。爾來南蠻船の來航年を逐うて繁く、茲に長崎港三百年の運命はキリシタンに因つて開拓されることとなつた。しかるに長崎は急速にキリシタン化、南蠻化するに至つたので天正十五年豊臣秀吉は九州征伐に際し、長崎の地を沒收して公領となし、キリシタン宗門の禁止、宣教師追放の令が布かれた。寛永十三年(紀元二二九六年)我が船舶の異國渡海禁止せらるゝや、江戸町前面を埋立て「出島」を築き、葡萄牙人を悉くこれに居らしめた(のち和蘭人居留地となる)。而して對外貿易はこゝ一港のみに限られた爲め、長崎は安政の開國に至る迄我が國唯一の海外文化輸入の門戸として榮えたのである。安政六年に横濱、函館と共に開港場となり、明治廿二年市制施行、昭和五年海陸連絡の設備完備するや上海線を始め外國航路の寄港するもの多く、殊に支那事變、大東亞戰爭の勃發は南方への門戸として益々その重要性を發揮することゝなつた。

市中最も賑かなのは東西濱町、鍛冶屋町、船大工町等で、特産品は珊瑚、鼈甲製品、カラスミ。

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Hokkaido, northernmost among four main islands of Japan Proper, forms a vast treasury for the Empire of Japan. With innumerable islets about it and a chain of islands called the Chishima (Kurile Islands) stretching north-eastwardly to Kamchatka, Hokkaido lies in the northwestern part of the Pacific Ocean, with Okhotsk Sea in the north and Japan Sea washing its western coast. The climate of Hokkaido is somewhat colder than that of Western countries in the same latitude, due to the cold current along some parts of the coasts and the cold wind blowing from Siberia; however, during the summer months, it is ideal.

Known the world over as the habitat of the Ainu, the rapidly vanishing race of aborigines, Hokkaido, with an area of about 88,775 square kilometers, and a population of 3,272,718 at the 1940 census, is under the administration of the Governor of the Hokkaido Administrative District.

Its scenic beauty is characterized by its grandeur, mingled with the exquisiteness of Japanese gardens. It is a typical natural park of Japan ranking first in natural landscapes. There is **Onuma-Koen** with its luxurious surrounding hills and delightful lakes dotted with glorious islets; **Noboribetsu**, well-known throughout the country for its many and varied hot-springs surrounded by beautiful views. Held in popular esteem is **Lake Akan**, second to none in broad magnificence and extensive beauty. No one should miss visiting **Sounkyo**, the narrow ravines of which forming the upper reaches of the Ishikari which rises from Asahidake, the highest mountain in Hokkaido. Besides the charms of Nature the hot-springs found everywhere in the Island are the resort for tourists to divert all cares of the world. It is enough to draw a constant stream of visitors into Hokkaido at all seasons of the year.

Agriculture: Agriculture is undoubtedly the most important industry of Hokkaido. The area of cultivated land total at present approximately 9,500 square kilometers, and arable lands of about 6,500 square kilometers are still left untouched. The soil, for the most part, is rich enough for multifarious productions, such as rice and other cereals, vegetables, fruits, etc. In this connection, special mention may be made that, as export products, dried pyreth-

rum flowers, peppermint, kidney beans, green peas and onions are held in high repute in the overseas markets.

Stock-Farming: With the advantage of vast area suitable for pasturage, abundant herbage, and congenial climate, Hokkaido is a promised land for raising live-stock. The land suitable for this industry is about 9,700 square kilometers.

Fisheries: Hokkaido is a wealth-yielding kingdom of the sea, teeming with fish and luxuriant growth of sea-weed. Although the list of hauls can never be complete, herring, salmon, trout, cod, and tangle are the most important. Under these conditions, the manufacturing industry of aquatic products has seen remarkable progress, with tangle, dried cuttlefish, salted salmon and trout, dried or salted cod, ligaments of bivalve shell-fish, fish-oil, scraps, etc. occupying prominent positions in the export trade.

Forestry: The largest percentage of the total area of Hokkaido is forest land with immense supplies of standing timber. The forest trees are chiefly fir, spruce, oak, cercidiphyllum, linden, ash maple, and birch. Much of these timber and lumber is exported.

Mining: There is a long list of minerals, among which, however, those showing conspicuous figures are coal, sulphur, crude petroleum in the non-metallic group, and gold, silver, copper, manganese and chrome-iron in the metallic group. Of these, the most important is coal, which, along with sulphur, forms an important item of export.

Manufacturing Industry: The principal industries are connected with the production of sugar, flour, starch, flax, spirits, "sake," beer, butter, condensed or powdered milk, paper, wooden articles, astringent juice, canned provisions, iodine, cement, iron and steel, machines and tools, fertilizers, etc. The annual industrial output totals about ¥353,000,000.

Foreign Trade: The value of the waterborne trade for Hokkaido totaled ¥71,661,000 in 1937. The principal products shipped included kidney beans, green peas, dried pyrethrum flowers, peppermint, onions, potatoes, dried tangle, salted or dried fish and other marine products, fish-oil, fish-meal, crab-meat, salmon and trout in cans, printing paper, coal sulphur, railway ties, timber and lumber.



Principal Ports and Towns

HAKODATE, the main gateway to Hokkaido and the most important seaport, is located on the Tsugaru Strait which connects the Pacific Ocean with the Japan Sea. With a population of 203,862 at October 1, 1940 census, Hakodate is the most flourishing city and an important commercial center in Hokkaido. The city is reached from Aomori, on the mainland, across the Tsugaru Strait on well-equipped steamers of the Government Railways. It is also the center of land communication through which the domestic trade among various regions of Japan Proper is carried on. Its harbor is deep and well landlocked with every up-to-date facility.

Even when other points in Hokkaido have severe cold, it is comparatively warm at Hakodate, which is one of the most healthiest places in Japan. The city is extremely picturesque, spreading as it does along the foot of Mt. Hakodate, with lakes and hot-springs, pastures and orchard dotted here and there on the wide expanse of land slopes. The traffic in the city is served by tram-cars and motor-cars. The city is clean and well provided with waterworks, gas, electricity, and every other facility constituting a modern living. A succession of wide streets leads up from the shore to the pine groves on the slopes of the mountains and hills.

The scenery in and outside the city is exceedingly enchanting, and a superb view is obtainable from some of the vantage-points on these slopes. **Onuma Park**, a few kilometers from Hakodate, is derived from Lake Onuma which is the principal feature of this charming park. The lake is dotted with hundreds of wooded islets. The fantastic rocks on the shore and graceful active volcano, **Komagatake**, with its reflection in the water, lend charm to the scenery. Excellent boating is afforded. In the winter, the whole surface transforms itself into a good natural skating rink, while good skiing is enjoyable at the base of Mt. Komagatake. **Goryokaku**, northeast of the Hakodate

函館【要塞地帯】は北海道の玄関で青森から連絡船に乗つて入港すると、市街はパノラマの様に臥牛山が津軽海峡に突出してゐる南麓に展開してをり、印象的な風光を行客に與へる。

函館の名の由來は元はウシユンダ（灣の端）と稱されてゐたが、河野氏が此地に狀箱に似た城を築いた處から箱館と呼ばれる様になつたと謂ふ。

港は古くから開けた貿易港であり、現在に於てはあらゆる港灣の設備の整つた北日本第一の貿易港である。四時船舶輻輳し蟹罐詰、鹽鮭、金屬製品、鮮魚介、木製品、錫等を主に輸移出し、又カムチャツカ及ソ聯領出產の根據地として季節には甚だ賑かな狀景を呈する。

市街は本州との交通連絡が發達するに伴ひ漸次發展し、現在では人口二十萬餘を有し本道屈指の都會である。近代都市的設備よく整ひ造船、製鐵、製銅、製肥、製材、製粉、罐詰、醸造等の工業が盛大に行はれる爲、市況は殷賑を極め商業亦活潑である。

市の内外には五稜郭公園を初めとして、函館公園、函館八幡宮、碧血碑、湯ノ川温泉、トラビスト修道院等見るべき所多く、又大沼公園も見落す事の出来ない所である。

旅館 荻原、函館ホテル、御國支店、若松屋。

札幌 北海道の首都で道内の行政、教育、經濟等の中心地である。市名は原住民語のサトポロベツ即ち乾きし大きな川の意から起ると云はれ、市街は石狩川支流豊平川の一大扇狀地上に發達してゐる。安政萬延の頃までこの地一帯は鬱蒼たる密林地帯であつたが、明治の初年に今の北一條西一丁目の豊平館附近に開拓支廳を建て、市街地を區劃して南を商業地に、北を官衙地として開いたのが當市の起原であると言ふ。街衢整然、規模雄大にて近代的文化都市の典型となつてゐる。附近に石狩川平野の沃地を控へて農産物の集散地として小樽と共に本道商業の大中心をなし、また全國の工業地としても有數の地歩を占めてゐる。

神社・佛閣・史蹟・名勝 札幌神社(官幣大社市内丸山、北海の總鎮守)、明治天皇札幌行在所及御小休所(共に指定史蹟)、豊平館、時計臺、清華亭、北海道帝國大學附屬植物園及博物館。尙大通りは花卉樹木を配して逍遙地に充て、本道開發の功勞

Station, is a fort built in European style toward the end of the Tokugawa Shogunate and is a place noted for its cherry-blossoms.

SAPPORO occupies a unique position among the cities and towns of Hokkaido. It had a population of 206,103 at the census of October 1, 1940, and is situated in the western part of the hill-encircled Ishikari Plain east of Otaru. The city has been the seat of the Prefectural Government of Hokkaido from the early years of the Meiji era, and has ever since remained the cultural and educational center of the island, not to mention its industrial and financial importance. It acts as an important industrial and distributing point for the fertile agricultural Ishikari Plain. Apples, onions, beer, tissues of hemp, cherry, condensed milk, tinned provisions are some of the leading products of the city.

Sapporo is the educational center of Hokkaido. In the city is located the Hokkaido Imperial University with its Botanical Garden and the headquarters of the following institutions and offices: The Court of Appeal, the Railway and Communications Bureau, the Mining Supervision Bureau, the Hokkaido Development Bank and scores of other nationally famous establishments. Occupying the heart of the city is the Prefectural Government Building with a beautiful garden in front of its main structure.

Nakajima Park, a short distance south of the station, has an excellent pond which affords good boating in summer and good skating in winter. In this park is a Colonial Museum which houses interesting objects associated with the development of this Island.

Sapporo Grand Hotel: Modernly equipped, it is located adjacent to the Commercial and Industrial Museum, and the Chamber of Commerce and Industry. It has the most convenient access to every important section of Sapporo. A splendid, reinforced concrete construction, fire and earthquake proof, the hotel is fully equipped with heating, running hot and cold water, ventilation, telephone, sanitation system, fire extinguisher, elevator and mail-chute. It has a beautiful roof garden overlooking the entire city, from where an extensive view over the Ishikari Plain can be obtained. The Cable Address of the Sapporo Grand Hotel is "Groko Sapporo."

OTARU, with a population of 164,282 at the census of October 1, 1940, is the third largest city in Hokkaido on the coast of the Japan Sea. Like Hakodate, Otaru is a commercial center of this island with its landlocked harbor affording a safe anchorage. **Otaru Park**, located on Tenguyama Hill, is a short dis-

者である黒田、永山兩將軍の銅像及び開拓記念碑が建つてゐる。また西郊の藻岩山に続く丘陵地はスキーの中心地として海外に迄知られてゐる。

ホテル・旅館 グランドホテル(北一條四丁目) 山形屋、佐々木、敷島屋。

百貨店 今井、三越、五番館。

小樽 は三方に山を負ひ弓狀をなして石狩灣に臨んでをり、人口十五萬五千、本道第三の都市で北海道西部の關門として主に樺太、露領沿海州方面との交通上の要衝をなしてゐる。

漁量豊かな海を前面に、物産に富む石狩、天鹽の大平原を背後に控へてゐる爲、小樽を中心として行はれる物資の取引は四季を通じて洵に盛んである。又これら物産の加工、運輸等も活潑で商工業の殷賑は函館と共に一頭擡んでゐる。

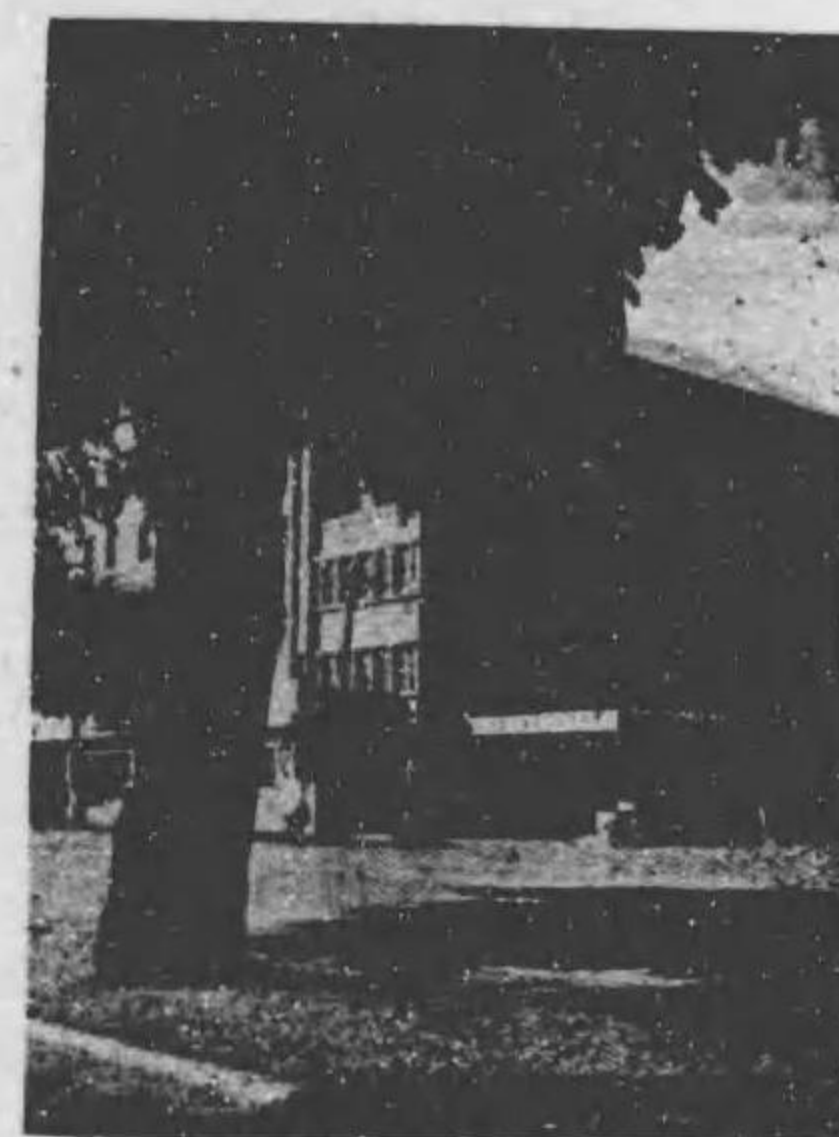
名勝 小樽公園、住吉神社、水天宮、奥澤水源地、オタモイ遊園地、緑ヶ丘スキー場。

旅館 越中屋、北海ホテル。

室蘭 は天與の良港に恵まれ古くから開港場として開けた港市で、現在では人口十萬餘を有する本道第一の重工業都市として重きをなしてゐる。

市街は内浦灣の東端に突出し、眺望絶佳な測量山を中心とする繪鞆半島の連山を繞らしたところ、繪の様に美しく横たはつてゐる。

室蘭の名はアイヌ語のモルランから由來したもので小さな坂を下る路の意である。松前時代には繪鞆と稱せられてゐた。



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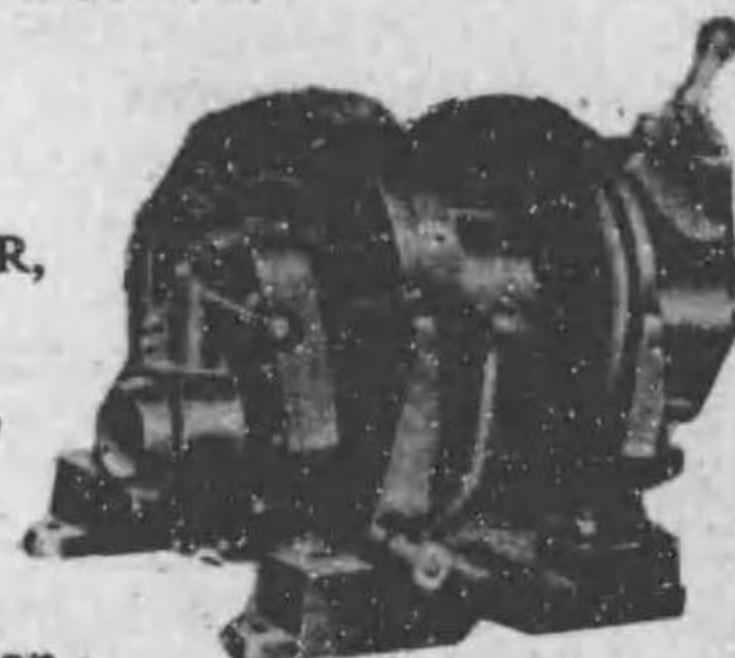
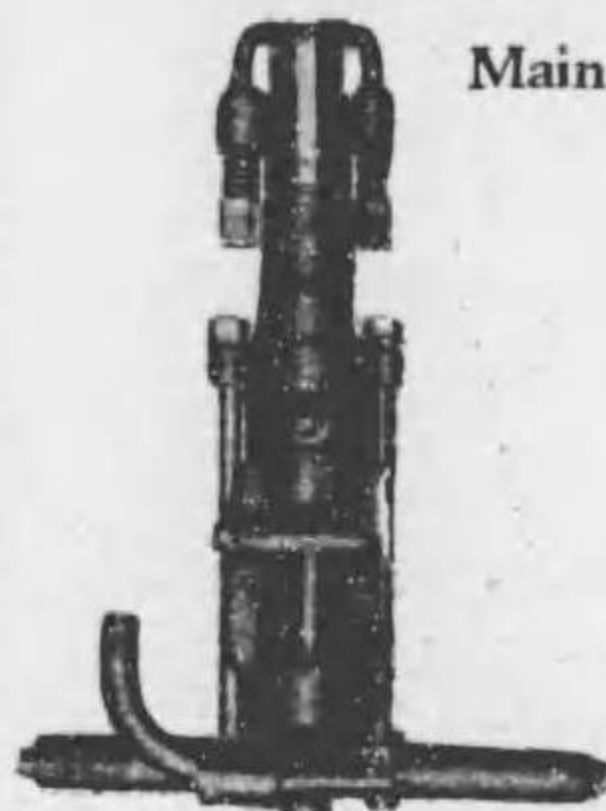
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tance southwest of the station and commands an excellent view of the city and the harbor. In winter, the whole place is turned into a skiing ground. Near the entrance to the coal-pier is a rock of great archaeological interest. On it is an inscription, evidently in ancient Turkish characters, which, according to some authority on the subject, is interpreted to mean: "Leading my army, I crossed the great sea—fought—entered this cave."

MURORAN, picturesquely surrounded by mountains in the rear, is located in the southern part of Hokkaido facing the Pacific Ocean. It has a population of 107,628.

It is one of the principal ports in Hokkaido, with an excellent harbor. The City is the greatest distributing center in Hokkaido. Articles manufactured in Muroran include industrial chemicals, fertilizers, wooden and bamboo articles, leather goods, buckwheat flour, glass manufactures, "sake," soy, etc. The hinterland of the city is rich in natural resources, especially in the deposit of coal. There is no denying that the service rendered by the Kuribayashi Shokai both in land and marine transportation has greatly contributed to the development of Muroran.

Noboribetsu Hot Springs: On the east side

室蘭は青森との海上交通の起點であり、又室蘭本線鐵道の終點であるので、海陸交通の中繼地としてその背後地より豊富に産出される石炭、紙、木材、パルプ、木炭等の移出上本道屈指の要衝となつてゐる。

名勝 八幡神社、測量山、南部藩陣屋跡等の外附近外海沿岸の勝景である。

旅館 創成館本店及支店。

阿寒國立公園 我が國國立公園中最北部にあり園内には大小數個の湖水を擁して恰も湖の公園の如き感の深い所である。公園區域は世界的に雄大な火山陷沒地形を構成し、雌阿寒岳、硫黃山等の活火山を始め阿寒火山群の雄たる阿寒富士、雄阿寒岳その他藻琴山、西別岳、カムイヌプリ等の火山起伏し、その間に阿寒湖、屈斜路湖、摩周湖、ベンケト、ベンケト等大小數個の湖沼を配して極めて雄大魁偉なる地貌を現はし變化に富んでゐるばかりではなく、全地域に亘つて我國有數の寒帯樹林の原始境をなしてゐる。公園や到る所に豊富な温泉が湧出して探勝に便利な足場を提供して居る。

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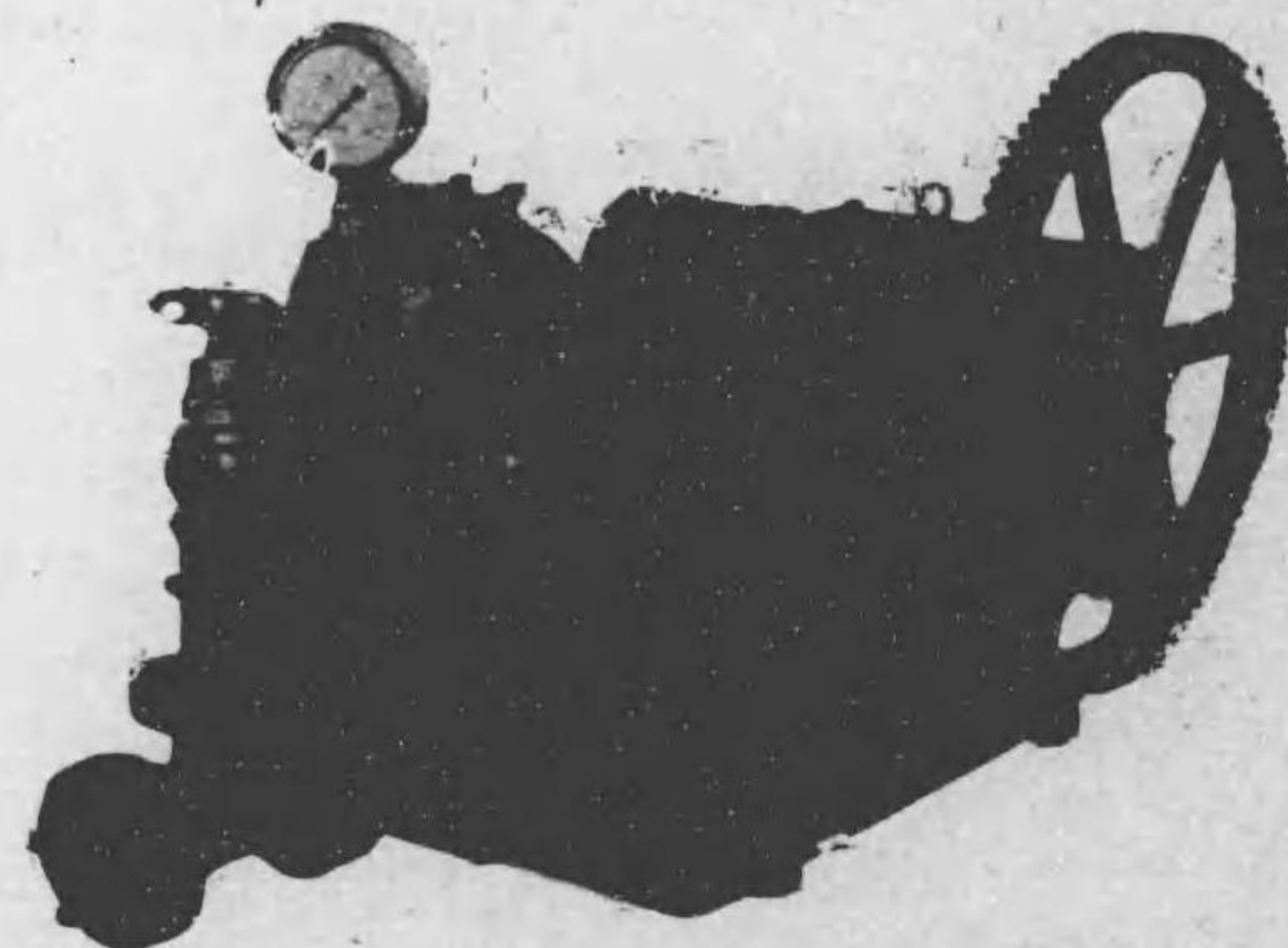
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登別温泉

Noboribetsu Hot Spring

of Muroran is Noboribetsu, the access to which may be made from Noboribetsu Station on the Government Railway line, by motor-bus, or by taxi. The trip is an ascent of a meandering mountain path through retired and quiet woods before reaching the spa, beautifully situated on the banks of Kusuribetsu-gawa, a stream walled in by a ravine called Momijidani (Maple Ravine). Situated at an altitude of some hundreds of meters above sea-level and encompassed by primeval forests, Noboribetsu has a population of approximately 2,000 with 350 households and 10 hotels. Prominent among the hotels are the Grand Hotel, Dai-ichi and Takimoto-kan. The Grand Hotel is one of the best hotels in East Asia in the way of appointments and service given for the comfort of guests. The hot springs at Noboribetsu are classified as sulphurous spring, bubbling and spurting in Jigokudani (Hell Valley), salt-spring, ferrous spring, alum-spring, etc., all of which gush forth here and there.

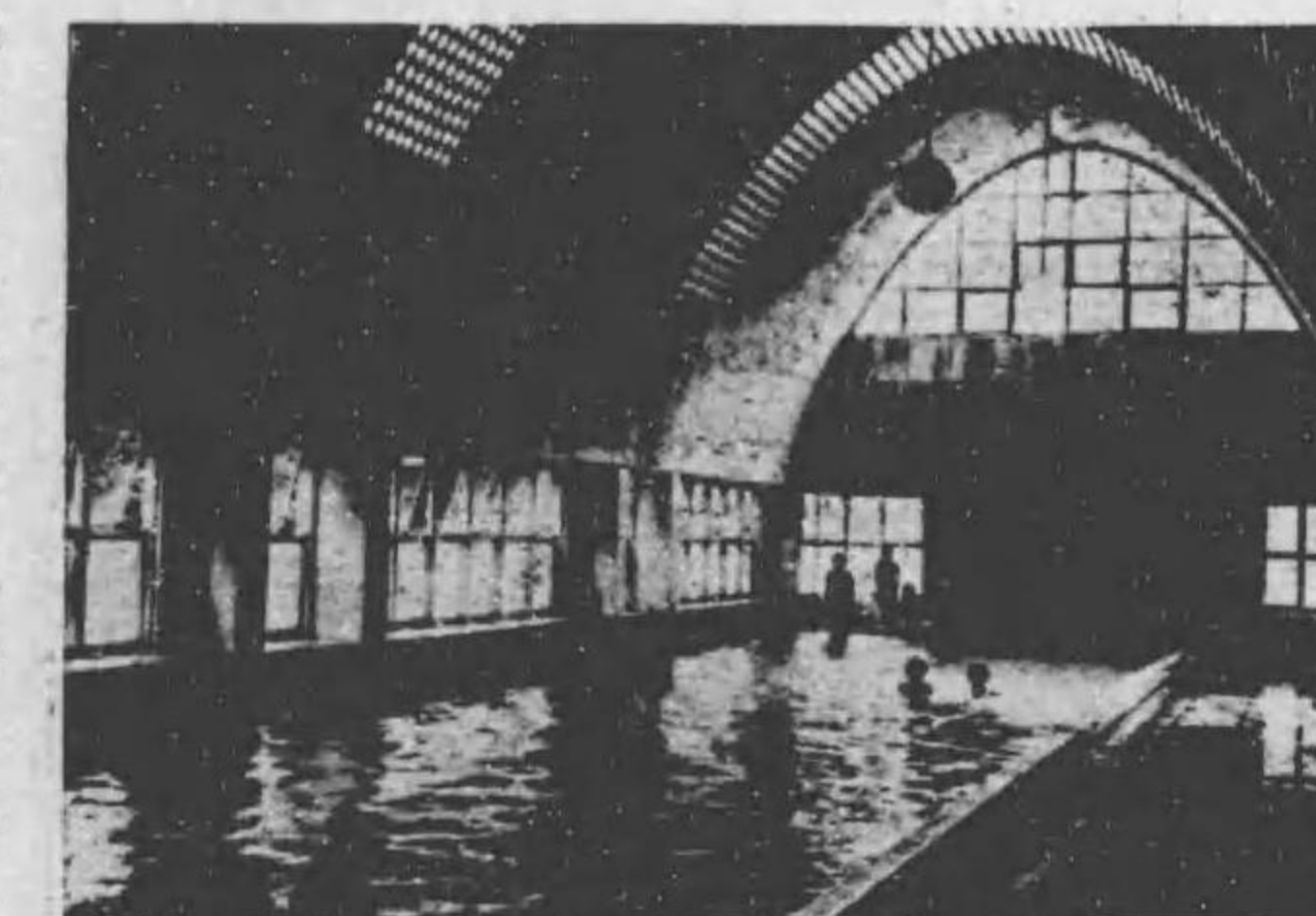
The large bath-room of the Noboribetsu Grand Bath-House provides a very large salt-spring bathing pool with several hot waterfalls, besides a number of smaller baths with hot water from different springs. A branch establishment within the Hotel of the clinic attached to the Medical Faculty of the Hokkaido Imperial University gives advice to those taking the bath for curative purposes. There is a sanatorium operated by the Welfare Ministry for the benefit of the war wounded. These are an endorsement of the efficaciousness of the hot-springs at Noboribetsu. In the town, there is a greenhouse utilizing the heat given off by the hot water, in which various flowers bloom even in the cold of winter; in the Ainu Memorial Museum is a display of implements and relics of the Ainu, the aboriginal tribe of

大雪山国立公園 北海道の屋根と云はれる大雪山の聳ゆる中央高地及び少し離れた十勝岳を中心とした廣大地域で、本邦最大の山岳国立公園である。園内の大部分は寒性針葉樹林にて蔽はれ、千古斧鉞を入れざる本邦代表的大原始林をなしてゐる。その間壯大なる山嶺の間には雪の平、高根ヶ原、五色ヶ原等の如き廣大なお花畑展開し、更に雄偉なる御鉢平の火口址、豪壯なる層雲峽及び勝仙峽の溪谷、沼ノ平、沼ノ原の濕原地帯等、特異の景觀を誇る景勝地を展開せしめてゐる。尙層雲峽、愛山溪、吹上、糠平等の各地には數多の温泉湧出して探勝の好根據地を與へてゐる。

Hokkaido. It is only a short distance to Jigokudani, a huge depression with hot water gushing and clouds of steam coming up to the accompaniment of roaring sounds. With Lake Kutara to the east, a quiet lake free from the destructive hands of man, and other surrounding natural beauty, Noboribetsu also affords good hiking courses.

Akan National Park: A tour of Hokkaido would be incomplete, at least from a sight-seeing point of view, without a visit to the region now graced with the name of Akan National Park, embracing, among other places of scenic interest, the three lakes of Akan, Kutcharo and Mashu.

Daisetsuzan National Park is on the central plateau of Hokkaido. As might be suggested by its popular name of "Hokkaido's Roof," the region is noted for its grand mountain scenery. Daisetsuzan is the collective name of the Ishikari range consisting of some twenty peaks, of which Mt. Asahi is the most attractive.



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The 25-meter Salt-spring Bathing Pool of the Grand Hotel



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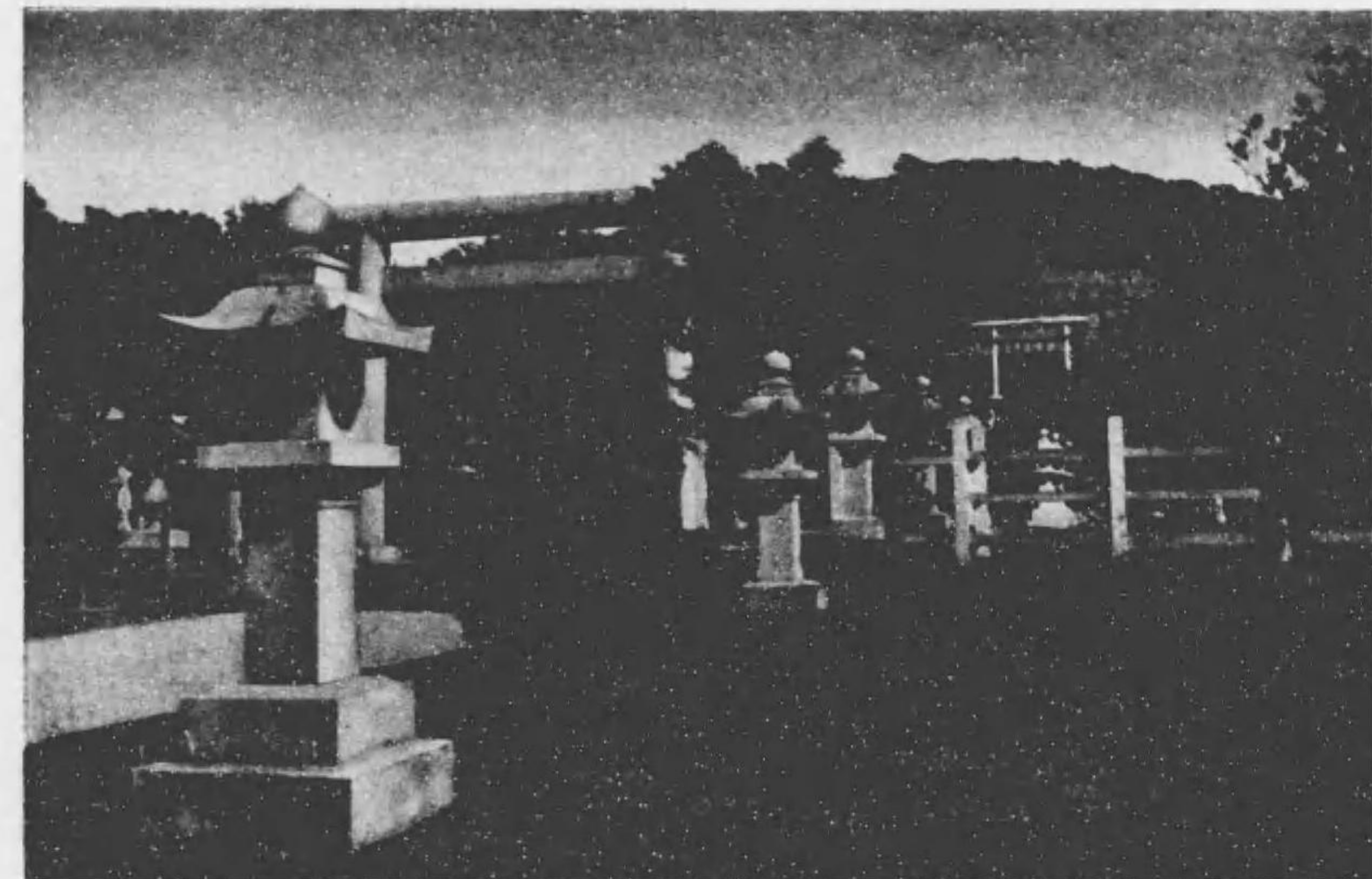
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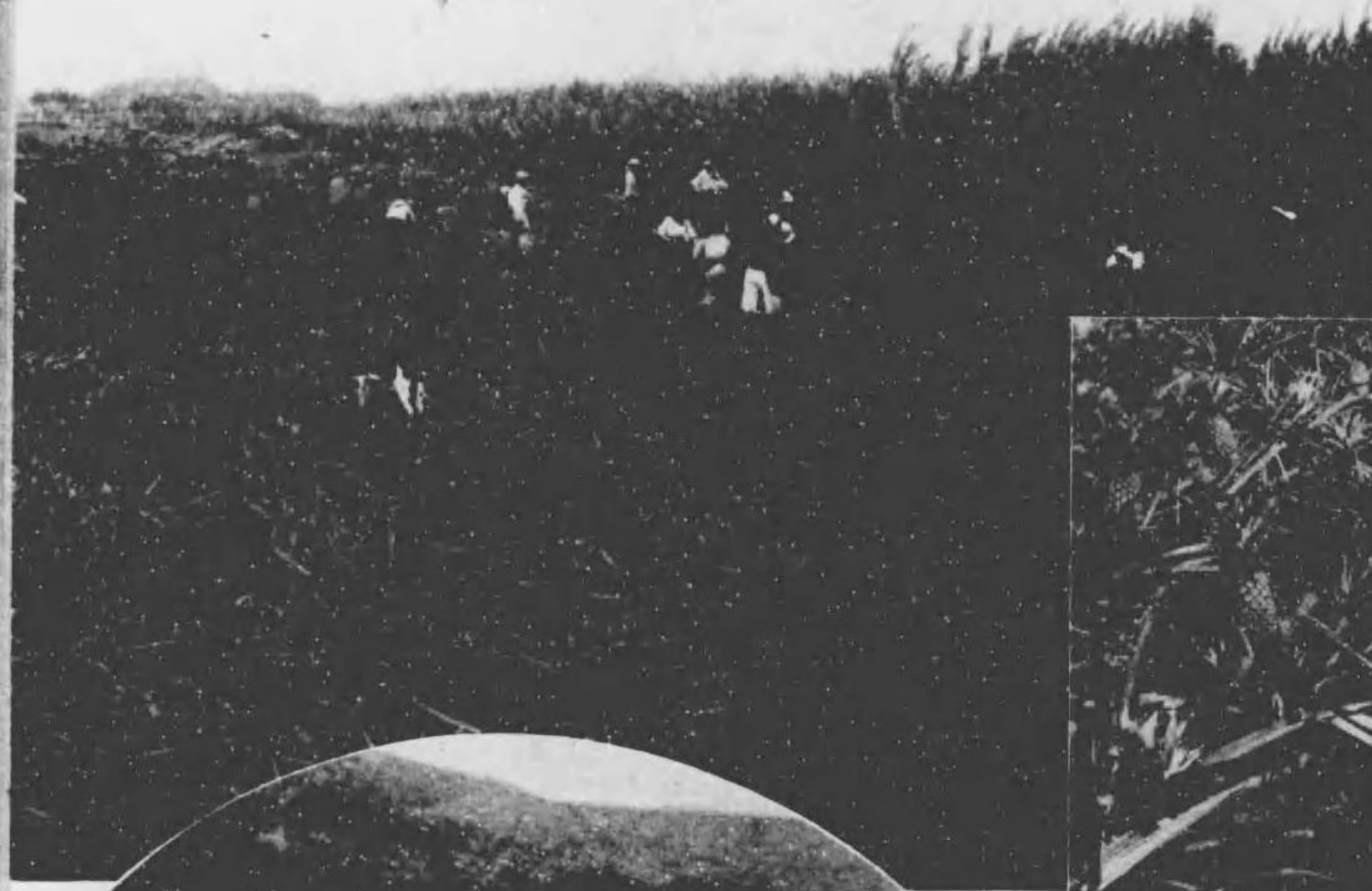
The Taiwan Jinja in Taihoku, dedicated to the memory of H.I.H. Prince Kitashirakawa who died in the Island in 1895 during an expedition, is the famous shrine of Taiwan located about three kilometers northeast of the city.



台灣の茶摘

Natives engaged in picking leaves from tea plants. The tea production, incidentally, is the leading industry of Taiwan.

甘蔗の收穫
Cultivation of sugar-cane
—the only colonial enter-
prise of Taiwan.



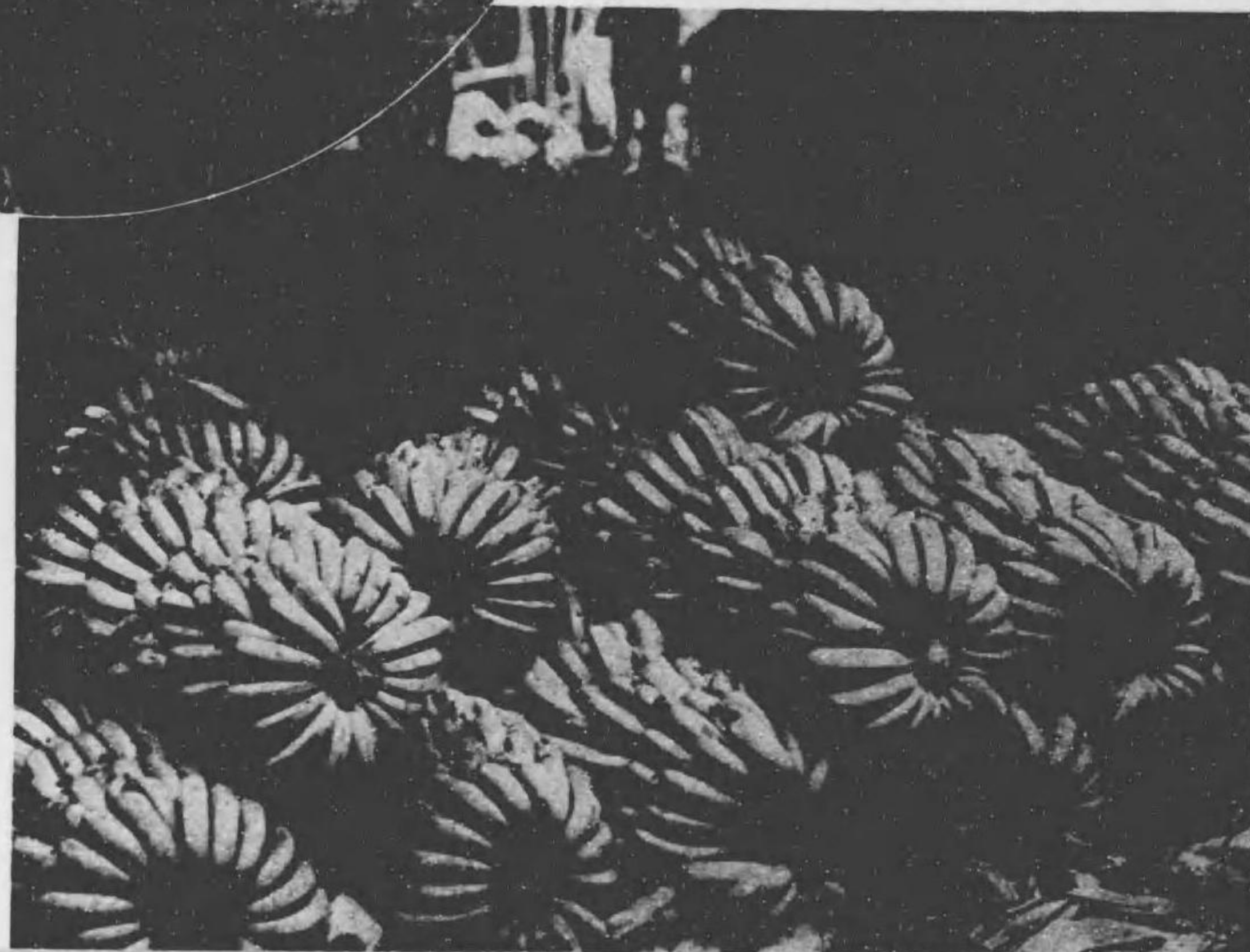
鳳梨畑
Pineapple fields cover a huge area of
the Island.



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Buffaloes, are em-
ployed in tilling
the paddy fields.

バナナ市場

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TAIWAN



Situation & Area: Taiwan, consisting of the Main Island, the Pescadores Group and many small islands with a total area of approximately 36,000 square kilometers, forms the southernmost extremity of the Japanese Empire. A range of mountains from north to south forms the backbone of the island, two of the outstanding being Mt. Niitaka, the highest peak in Japan, and the Arisan.

Climate: Although Taiwan is in the sub-tropical zone, the climate is as mild as that of the temperate belt, the heat being always tempered by sea breezes and showers. Even on the hottest days, it is cool in the shade during the daytime, and rather chilly from midnight to dawn.

Population: According to a census taken on October 1, 1940, Taiwan had a population of 5,872,084 consisting of 2,970,644 male and 2,901,429 female.

Administration: Taiwan is administratively divided into 5 *shu* (province) and three *cho* (county). At the head of each *shu* is placed a governor called Chiji, who is higher in official rank than the head of the *cho*, called Chocho, both being subject to the superior authority of the Governor-General, who is responsible for the whole administration of Taiwan. The Governor-General, who is placed under the supervision of the Ministry of Overseas Affairs of the Tokyo Government, is assisted in his duties by a Council consisting not only of officials and officers, but also of men of learning and experience among the general public who are appointed by the Governor-General.

Revenue & Expenditure: The Governmental budget for 1940-41 was estimated at ¥269,457,562 as against ¥217,435,888 in 1939-40.

Religion: Shintoism, Buddhism and Christianity are the three main religions of the Island. At the end of 1939, Shintoism had 32,195 followers (17,492 Japanese and 14,612 natives); Christianity, 55,466 (3,917 Japanese and 51,425 natives); and in 1938 Buddhism had 114,303 followers (71,298 Japanese and 42,888 natives).

位置、面積及地勢 臺灣は臺灣本島、澎湖島新南群島及その他の附屬島嶼から成り北は琉球列島を距て、九州の南端を望み、東は碧波浩洋たる太平洋に、南はバシ海峡を越へて比律賓群島に隣し、西は臺灣海峡を経て支那大陸に接してをり、吾が南方開發上最も樞要な位置をしめてゐる。面積三五、九六一・二方浬、周圍一、五六六・三浬、九州より稍小さく樺太と略同じ位である。地勢は新高、次高等の高山を列ぬる臺灣山脈南北に走り楕圓形の本島を東側を一西側を二の割合に分つてゐる。従つて河川は孰れも流源に近く水流又急な爲め水源の涵養が充分でなく雨期には治水に困難を伴ふものが多い。

氣候 本島の形狀が南北に長い爲め夏冬共南北端地方に於ては著しい相違をみるが概して溫暖なる亞熱帶的である。雨量は季節風に左右され全島を通じ年平均二、五〇〇耗位であるが基隆地方は最も雨量の多いので有名である。

人口 昭和十四年の國勢調査に依れば人口五、八九五、八六四 内男三、〇〇二、三二〇女二、八九三、五四四これを細別すると内地人三二三、一六一本島人五、五二四、九八五朝鮮人二、二六四その他四五、四五四である。

行政及豫算 總督及總督府統治の下五州三廳に分れ各州及廳は郡に細別され州知事及廳長はその州及廳を統轄し州會及廳協議會の議長を重任する。昭和十四年度總督府豫算は歳出歳入共二億六千九百四十五萬七千五百六十二圓であり昭和十三年の二億一千七百四十三萬五千八百八十八圓に比較すると五千二百二萬一千六百七十四圓の増加である。

宗教 神道、佛教、基督教等最も廣く行はれてゐるが本島在來の宗教には儒教 道教、及び寺廟を設けず唯神佛像及位牌を信奉するもの、巫覡術士等が残つてゐる。

Educations: The natives have, since 1922, been receiving instructions together with the Japanese in schools of the secondary grade and upward, although elementary education is still given separately in vernacular and Japanese. In 1939-40, there were, for the instruction of Japanese language, 150 primary schools with 48,087 pupils. For the instruction of the natives there were 824 schools with 624,986 pupils. There are also high schools, normal schools, technical schools and Taihoku Imperial University, established in 1928 and having a faculty of literature and politics, as well as that of science and agriculture.

Communications: Before Taiwan was ceded to Japan by China in 1895, there were no communication facilities to speak of, but since the establishment of the Japanese administration, efforts have been exerted toward the construction of railways, roads, bridges, etc. The total length of the Government railways is approximately 1,000 kilometers with lines gradually being built or extended to interior points. In 1939, the private lines operated a total of 2,651 kilometers. There are also about 3,595 kilometers of truck lines, which constitute an important auxiliary means of traffic in the industrial development of the Island. The post, telegraph and telephone services are maintained in excellent order.

Principal Production and Industry

AGRICULTURE: The area under cultivation at the end of 1939 was 886,225 ko, or slightly over 24 per cent of the total area, but since then, remarkable development has been witnessed in the agriculture of Taiwan, making it possible to supply much raw materials to the industries of Japan Proper. The number of people engaged in agriculture in the same year totaled 2,924,781, or more than 50 per cent of the whole population.

Rice: Rice is the most important product of Taiwan. The western part is flat, fertile and well cultivated, yielding two rice crops a year. Taiwan rice is classified into two varieties, native and Horai. The latter is of much superior quality, and the crop has been increasing year after year. The yield of rice in 1939 totaled 9,151,740 koku, consisting of 4,031,141 koku of the first crop and 5,120,599 koku of the second. The exported amount for the same year was 4,166,172 koku.

教育 帝國の統治後教育の普及は稀にみる發達をとげ昭和十五年度の統計に依れば邦人初等學校一五〇校就學兒童四八、〇八七人、本島人公學校八二四校六二四、九八六人に達し、中等教育以上は昭和十一年度より共學制を實施し五九校三〇、〇七三人に上つてゐる。尙臺北には臺北帝國大學が在り文政、理農、醫の三學部に分れ三二三人の學生を有する。

交通 臺灣古來の習慣の一として道路は富豪等の特志經營に委任されるを常としたので吾國の交通運輸開發以前は實に名狀しがたい程不便極りないものであつたが總督府の施政に依り到的所に建設され現在では道路一七、六七四軒、橋梁一〇、〇六二橋延長九八、五二一に及んでゐる。鐵道は西側の縱貫鐵道を中心として臺中宜蘭、淡水、平溪集を滿州線、東側に臺東線があり總長二、六五一軒を有する。その他私設鐵道及軌道が主要補助機關として存在する。定期航空は臺北を南進起點として近年格別なる發達をとげ海運と共に益々本島の重要性を倍加せしめてゐる。神戸基隆間には日本郵船會社の優秀船に依る定期航路があり、その他各會社線に依り内地、朝鮮、大連、天津、上海等と便利なる連絡がある。

臺灣では産業即ち農業と考へられる程その大部分を占有してゐる。北回歸線は本島の略ぼ中央を横斷し熱帶圈に跨つてゐる爲にその恵まれた光と熱に依つて農業が發達するのは至極當然の事である。而してその農業はもとより全産業をして今日あらしめたのは吾が領臺以後に於ける總督府及關係者の鋭意なる研究指導に依つて齎された事實を否定する事は出来ない。

農業 農業も吾が施政後著しく發達し農家人口二、九二四、七八一人耕地面積は八八六、二五五甲に達し其の年産は約五億數千萬圓に昇り内地及海外諸國に大量輸出する有様である。米 米種の改良と増殖は二毛作栽培と相まつて本島最主要農産物となり九、一五一、七四〇石、二億四千萬圓に達す。甘藷 米に次ぎ四時到的處に栽培され收穫高は二、一三一、六一一、九三六斤、食用以外

Sweet-potatoes: Sweet-potatoes are next in importance to rice and are abundantly produced in every part of the Island throughout all seasons, the provinces of Tainan, Taichu and Takao being especially noted for their production. The crop is partly consumed locally and the surplus is cut and dried for the manufacture of alcohol and starch.

Tea: The provinces of Taihoku and Shinchiku are the most important productive centers, the leaves there being cropped more than 15 times a year. With a history of over 300 years, the tea industry ranks first in the list of Taiwan's export commodities. The total value of exports amounted in 1936 to ¥9,180,886 including ¥1,088,704 for shipments to Japan Proper. Of the total export value for 1936, Oolong tea accounted for ¥2,954,716 and Pouchong tea, ¥2,279,345. Besides these two well-known varieties, Black tea and Jasmin tea are gaining prominence in Taiwan's trade because of their excellent quality and moderate price.

Groundnuts: The chief producing centers of groundnuts, though cultivated in all parts of the Island, are the provinces of Tainan and Takao as well as the Pescadores. Area under cultivation in 1939 was 30,244 ko and production, 547,177 koku.

Soya Beans: Soya beans are cultivated usually in rotation and harvested twice and even thrice a year. The three provinces of Tainan, Takao and Taichu are more productive of this crop. The yield of all pulse in 1939 totaled 58,778 koku, of which soya beans amounted to 24,517 koku.

Barley & Wheat: Mostly raised in the coastal districts of the provinces of Taichu and Tainan, barley and wheat produced in 1939 were 4,233 koku and 4,857 koku respectively. The method of cultivation has lately been much improved, and the area devoted to those crops has been diminished.

Sesame: It is grown mostly for oil, chiefly in the provinces of Tainan and Takao.

Jute: The chief jute producing centers in Taiwan are Tainan, Taichu, and Takao provinces. The production has been markedly increased since the establishment of a Hemp Manufacturing Company in Taichu some years ago, the output in 1939 totaling 39,554,952 kin as against 14,973,565 kin in 1936.

Ramie: A remarkable increase was witnessed in its production following improvements effected in the method of cultivation but the supply from the Island nevertheless is not yet sufficient to meet the increasing demand in Japan. The area allocated for ramie cultivation

としては酒精及ブタノール原料に使用される。茶 本島の主要輸出品で青心烏龍、黃柑、時茶、大葉烏龍、硬枝紅心、青心大有等の種類があり年に約十五回位摘葉され生産高二二、九二九、八八七斤。

落花生 茶と同様全島到る所に行はれ作付収量三〇、二四四甲、五四七、一七七石。豆類 多種類栽培されてゐるが、その中の主なるものは大豆であり、普通輪作とし年二、三回收穫出来、交付一五、三三〇甲、収量五八、七七八石。麥類 大麥は主として馬糧に供せられ作付面積一、一一〇甲、四、二三三石、小麥は水田裏作に依り三毛作が可能で作付面積四、九五一甲、収量四〇、八五七石。胡麻 主として製油原料に供され収量九、一〇三石。黃麻 作付二三、八三八甲、収量三九、五五四、九五二石、米、砂糖袋、黃麻布の原料として需要多く全島到る處にて栽培を奨励されてゐる。苧麻 宜蘭、新竹等の著地にも廣く栽培され、軍需に充てる爲め近年大いに増殖につとめてゐる。作付一、八八〇甲、収量一、二八三、七二三斤。煙草 臺南、臺中の二州と花蓮港廳が主産地であり作付二、二三五甲、収量四、〇一二、〇〇九担であるが、本島の需要に達せぬ状態である。

柑橘 品質の改良と島外の需要増加とに依り近年特に發達し椪柑、桶柑、文旦、斗柚、白柚等を主とする柑橘類の栽培は面積四、八六五甲に及び收穫高五八、四一六、一二八斤價額三百九十萬四千六百九十二圓に達した。バナナ 臺灣の代表的果實であり米、砂糖に次ぎ本島輸出品の第三位をしめ作付面積二〇、一一四甲、産額三〇三、二八〇、〇〇〇斤であるがその九割は臺中及高雄の兩州に産せられる。畜産 本島の畜産は農耕用水牛と食肉用豚がその大部分を占め前者は二六六、一三六頭、後者は一、六五三、二一〇頭で殆んどの農家に於て飼育されてゐる。養蠶 本島の氣候は四季を通じ桑葉を繁育せしめる爲め養蠶地として多くの特長を有し、従つて近年蠶業は著しく發達し亦將來は夥しき増産を約束されてゐる。産額八二三、三五七担。鳳梨 鳳梨の栽培は本島に於て最もその將來を囑望せられる一大産業であり近年の勃興ぶりは實に驚くべきものがある。主要産地は臺中及高雄の兩州であり作付面積一〇、七一三甲、収量一四五、八一七、九〇六箇、輸移出高生果三十八萬九千九百九十二圓、罐詰一千三百三十二萬

in 1939 was 1,880 ko, and the yield, 1,283,723 kin.

Tobacco: The chief producing centers are the provinces of Tainan and Taichu as well as Karenkocho. Under official encouragement the cultivation of tobacco has been greatly extended, areas devoted to tobacco in 1939 amounting to 2,235 ko, yielding a crop of 4,012,009 kgs.

Oranges: Orange cultivation has become more active recently. The Taiwanese oranges are divided into "ponkan," "tankan," "setsutan," "buntan," "zabon," and "peiyu." Oranges of all kinds produced in Taiwan during 1939 aggregated 58,416,128 kin equivalent in value to ¥3,904,692. The exports to Manchoukuo and North China in 1939 amounted in value to ¥1,267,477 and to Japan Proper, ¥642,106.

Bananas: Areas under banana cultivation in Taiwan totaled 20,114 ko in 1939, the yield aggregating 303,280,000 kin valued at ¥12,688,000. Bananas rank third on the export list of Taiwan, preceded only by sugar and rice.

Stock-Breeding: The principal live-stock in Taiwan comprise buffaloes and pigs, of which the former numbered 266,136 and the latter, 1,653,210 at the end of 1939. The buffaloes in Taiwan are used in agriculture and transportation in the same way as horses are used in Japan Proper. Pork is one of the most important articles of diet of the people of Taiwan, and therefore, pigs are reared at almost every farm-house. Milk produced during 1939 amounted to 11,500 koku while pigs slaughtered numbered 1,134,000 valued at ¥50,299,000. At the end of 1939, fowls in Taiwan totaled 6,680,402; ducks, 1,931,365; geese, 389,839 and turkeys, 41,731.

Sericulture: Taiwan is especially suited for sericulture, which is an important subsidiary occupation for farmers in the Island, in that the mulberry leaves grow all the year round. The Government-General has been exerting strenuous efforts in guiding the farmers in this industry, and with their increasing recognition of its importance as their side-occupation, a great development is expected in the near future in this line of production. Cocoons produced in the Island during 1939 totaled 823,357 kilograms.

Pineapple Industry: There are vast collective pineapple plantations in the mountainous districts of the central and southern parts of the Island. In view of the growing importance of this industry, the Government-General has been enforcing, since 1928, a rigorous examination of canned pineapples for export in order to ensure their standard of quality, as a result of which the canned pineapples of Taiwan are

九千九百二十八圓。

糖業 領臺以前は粗放なる栽培法と幼稚なる製糖法に依り實に小規模であつたが、總督府の砂糖自給、國際收支調整策に依り急速に開發、改良、増産が實行され現在では驚異的發展をとげ作付面積一七六、〇〇〇甲、産糖高一、三六四、五五〇、九七六斤、製糖會社公稱資本金二二億九千十七萬圓に達し、國內需要を充して尙殘品を輸出する程である。

林業 臺灣の林野は高峻なる脊梁山脈を根幹とし熱帯及亞熱帯に跨り本島總面積の七割に及ぶ廣大なる地域を占めてゐる爲め樹木は豊富且多種であり有用材木のみにてても三百種を越へる。阿里山、八仙山、太平山を中心とする林業區最も盛大で樟、檫、檜、楠等を多く産する。

鑛業 本島は極北部より東部に亙る金屬鑛物地帯、北部を炭田地帯、中南部を油田地帯の三地帯に大別する。石炭、鐵、金、砂金、石油等を主要とし現在鑛區數八四三、面積二七四、六五六、八二一坪、産額は三千六百二十二萬圓に達す。

水産業 近時水産施設の充實に伴ひ基隆、高雄蘇澳を中心として異常なる發達をし、漁獲高は飛躍的に昇り二千五百十八萬三千三百二十八圓に達してゐる。沿岸は到る處頗る魚族が豊富であり、かつを、まぐろ、かちき、ふかは本島漁撈生産の主なるものである。漁業の發展と共に水産製造業も發達し、からすみ、鰹節、水産皮革等製造高は三百三十二萬八千三百三十八圓に達してゐる。養殖も亦廣く行はれ收穫高は六百五十八萬二千四百六十五圓にのぼつてゐる。

專賣 現在總督府の專賣は阿片、食鹽、樟腦、煙草、酒精、酒であり之等の收入は本島財源の三八パーセント強を占め八千三百二十八萬三千五百二十九圓餘である。阿片二百八十七萬八千六百三十六圓、食鹽三百十五萬四千六百五十圓、樟腦一千四十萬三千五百圓、煙草二千九百九十五萬六千四百四十二圓、酒及酒精三千六百八十九萬三千七百六十二圓。

now considered as being of international standard, competing with those of Hawaii and Shonanto.

Sugar Industry: In Taiwan, the sugar industry is the only colonial enterprise popularized all over the Island. The leading sugar manufacturing companies are the Dai-Nippon, Taiwan, Meiji, Ensui, and Nittaka firms. The combined daily capacity for pressing sugar canes is 50,000 tons while the total capital invested in the sugar industry is ¥2,290,170,000. In 1939 the total production of sugar in Taiwan amounted to 2,364,550,976 kin compared with 1,650,266,812 kin in 1938. (See Page 7).

FORESTRY: The forest area is estimated approximately at 2,420,000 ko, or equivalent to 70 per cent of the total area. The most renowned natural forests in Taiwan are those found in the central range, extending from Mt. Taibusan in the south to the peninsula of Koshun; those of famous Mt. Arisan; and those on Mt. Seiran. In addition, extensive stretches of forests lie in the valleys of the River Daku-suikei and in some districts of Karenko.

MINERAL PRODUCTS: During 1937, the value of mineral productions totaled ¥36,220,000, as against ¥28,730,000 in 1936. The output of coal in 1935 was 1,596,672 metric tons valued at ¥9,868,193; of gold (1934), 1,046 kgs. valued at ¥3,169,393. The production of gold, silver and copper ores has since increased considerably.

AQUATIC PRODUCTS: Remarkable progress has been made of late in the method of fishing at Kiirun and Takao. Bonitos, tunnies, frigate-mackerels and sword-fish are inexhaustible off the eastern coast which is washed by the Japan Current, while in the western waters grey mullets and seriola sureovata T. and S. are found in abundance. The sea on the southern side is the domicile of whales, and the northern coast facing the great expanse of the China Sea abound in "renkodai" (snapper-like fish). In all these seas sardines and sharks are plentiful. The total catch of fish in Taiwan during 1939 amounted in value to ¥25,180,000 as against ¥15,670,812 in 1938. Besides, fish-farming prospers exceedingly, the produce from

this source realizing ¥6,582,465 in 1939 against ¥5,525,265 in 1938.

GOVERNMENT MONOPOLIES: The Government-General of Taiwan monopolizes the production and distribution of opium, salt, camphor, tobacco, and saké and other alcoholic liquors. The revenue from the enterprises in 1939 represented approximately 38 per cent of the total income of the Government-General, showing in 1939-40 a revenue of ¥83,000,000.

Opium: The opium produced by the Monopoly Bureau of Taiwan is of the Iranian species. The production in 1939 amounted to 14,166,000 grams valued at ¥1,830,247.

Salt: The production of salt in Taiwan was originally intended for meeting the demand of the residents of the Island and supplementing the supply in Japan Proper, but owing to an increased production in recent years, the surplus is now being exported to Chosen and the Maritime Province of Siberia. The shipment of salt to Japan Proper for 1937 totaled 110,188,428 kilograms valued at ¥1,102,603.

Camphor: In 1934, the production of camphor was placed for the first time under the direct control of the Monopoly Bureau. The country is practically the sole supplier of natural camphor in the world, producing about 70 per cent of the world production. The annual output of camphor amounts in volume to 3,000,000 kilograms and ¥10,000,000 in value. It is distributed by the Monopoly Bureau to Japan and elsewhere.

Tobacco: Tobacco now under cultivation in Taiwan is of the Chinese, Yellow and Cigar varieties. The leaves cropped in 1939 amounted to 4,012,009 kilograms valued ¥4,114,069 as compared with 2,895,984 kilograms of ¥2,600,264 in value in 1938. The Government sales of tobacco manufactures in the same year totaled ¥31,432,312 as compared with ¥26,642,219 in 1938.

Alcoholic Liquors: There are 30 kinds of monopolized native liquors, the produce of which aggregated 409,499 hectoliters in 1938, as compared with 700,205 hectoliters in 1937. Exports to Japan Proper and Chosen in 1939 were valued at ¥16,526,000.

Foreign Trade Summarized

Asia holds a predominant position in the trade of Taiwan covering 98 per cent in exports and 98.9 per cent in imports in 1939. The most important buyers and suppliers are Japan Proper and Chosen. Next to Japan Proper, Manchoukuo, China and the Leased Territory of Kwantung are the most important

markets, total exports amounting to ¥70,000,000 in 1939. This represents a heavy increase of 156.3 per cent as compared with the previous year.

Especially noticeable was the increase in exports to yen-bloc countries, the rate of increase compared with the previous year for China

and Leased Territory of Kwantung reaching 324.5 per cent and 93.9 per cent respectively. Yen-bloc countries are also important sources of imports, the aggregate trade amounting to ¥36,600,000, an increase of 32.4 per cent as compared with the previous year (Manchoukuo increasing from ¥17,800,000 to ¥22,100,000; the Leased Territory of Kwantung from ¥7,900,000 to ¥10,300,000; and China from ¥2,000,000 to ¥4,300,000).

Commodities principally imported from Japan

Principal Domestic* Exports and Imports of Taiwan, 1938 & 1939

EXPORTS	1938	1939	IMPORTS	1938	1939
	¥1,000	¥1,000		¥1,000	¥1,000
Rice & Paddy	126,708	125,288	Wheat Flour	6,313	7,625
Bananas	12,856	16,519	Fish, Dried & Salted	5,483	9,345
Tea	1,932	2,748	Tobacco & Cigarettes	7,687	7,501
Sugar	177,596	229,254	Cotton & Silk Tissues	23,361	19,751
Fish and Its Products	1,982	3,085	Papers	7,178	7,450
Canned Pineapples	8,458	11,211	Machinery	14,516	21,406
Camphor	3,152	4,030	Wood & Timber	15,170	18,990
Alcohol (incl. denatured Alcohol)	9,742	16,526	Chemicals and Pharmaceutical Products	15,002	21,610
Hats	2,987	3,801	Vehicles	10,361	13,971
			Beer & Sake	9,676	12,034
Total	420,104	509,745	Total	327,950	357,608

* Trade with Japan Proper & Chosen.

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Proper are tissues, chemicals and pharmaceutical products, machinery, vehicles, timber, and alcoholic beverages.

Primary export articles are rice and sugar, followed by bananas, canned pineapples, tea, camphor, and alcohol, majority of which being sent to Japan Proper.

The following table shows the values of principal domestic exports and imports of Taiwan during 1938 and 1939:

Sugar Industry Highly Developed in Taiwan

The Dai-Nippon Seito Kabushiki Kaisha (Dai-Nippon Sugar Manufacturing Co., Ltd.), originally a small concern named the Nippon Seiseito Kaisha established in 1895, has gradually extended its activities to become one of the greatest sugar producers in Japan. With the amalgamations of the Showa Sugar Manufacturing Co., Ltd. in March, 1940, and the Taihoku Sugar Manufacturing Co., Ltd. in April, 1941, the present capital of the Company stands at ¥96,170,000, of which ¥85,082,500 is paid-up. The Company ranks first in the production of refined sugar and is the greatest crude sugar manufacturer in Taiwan. The principal produce of the Dai-Nippon Seito Kabushiki Kaisha is cane-sugar, and the Company is one of the greatest manufacturers of lump-sugar, cut-sugar, white farm-sugar, molasses and alcohol.

The factories of the Company are located at Dairi in Moji, Heijo in Chosen, Daitojima, Java, and at various places in Taiwan. Since 1909, the factories in Taiwan have concentrated on the manufacture of crude sugar only. Production of dehydrated alcohol is also extensively carried on.

The entire business of the Company is placed under the rule and management of its Head Office at 8, Hokumoncho, Taihoku. Its branch offices are located in Tokyo, Nagoya, Osaka, Dairen and Keijo. Mr. Aiichiro Fujiyama is the President of the Company.

The Ensuiiko Seito Kabushiki Kaisha (Ensuiiko Sugar Manufacturing Co., Ltd.) is one of the most influential of the leading sugar manufacturing companies in Taiwan. With a capital of ¥60,000,000, of which ¥36,937,500 is paid-up, the Company is energetically participating in the efforts to make Japan self-sufficient in this indispensable daily commodity.

The products of the Ensuiiko Seito Kabushiki Kaisha comprise refined sugar, plantation white sugar and alcohol and its capacity in the production of sugar entitles the Company to be classed as one of the leading sugar producers in Taiwan.

The Meiji Seito Kabushiki Kaisha (Meiji Sugar Manufacturing Co., Ltd.), established in 1906, owns sugar-cane plantations in Taiwan and sugar-beet plantations in Hokkaido and operates sugar refineries at Tobata and Kawasaki in Japan Proper.

With a capital of ¥58,000,000, ¥45,200,000 of which is paid-up, the Meiji Seito Kabushiki Kaisha operates 14 affiliated companies: the Meiji Seika Kabushiki Kaisha, established in

1916 with a paid-up capital of ¥11,000,000 for the manufacture of confectionery and milk products; the Showa Gomu Kabushiki Kaisha with an authorized capital of ¥10,000,000 (¥6,540,000 paid-up) for the cultivation, manufacture and sale of rubber and other tropical plants; the Meiji Shoten with a fully paid-up capital of ¥7,000,000 for the sale of sugar, alcohol, confectionery and condensed milk; the Karafuto Seito Kabushiki Kaisha with a capital of ¥5,000,000 (¥4,250,000 paid-up); Kasai Tetsudo Kabushiki Kaisha; Meiji Nyugyo Kabushiki Kaisha; etc. The Meiji Seito Kabushiki Kaisha with its affiliated firms are not only active in the sugar industry but also in various other undertakings, such as stock-farming, transport business, agriculture, manufacture of confectionery and milk products and reclamation of waste land, etc.

With 4,401 persons on its payroll on March 31st, 1941, the Meiji Seito Kabushiki Kaisha has its Head Office in the town of Matogai, Taiwan, its



Head Office of the Meiji Seito K.K. at Matogai, Tainan Province

Tokyo office being in Kyobashi-ku, Tokyo. The leading personnel of the Company are: Mr. H. Sohma, Chairman of the Board; Mr. K. Arishima, Vice-Chairman; Messrs. K. Fujino, S. Yamada and S. Nakagawa, Managing Directors.

The Taiwan Seito Kabushiki Kaisha (Taiwan Sugar Manufacturing Co., Ltd.), the first to be incorporated as a sugar manufacturing Company in Japan, was established in 1900 with an initial capital of ¥1,000,000. The Company's present greatness was not achieved without the hardest trials, as there were in its initial periods manifold difficulties involved in obtaining the materials as well as in the general management of business in a newly annexed country, then thickly infested with plagues and bandits. In spite of these drawbacks steady progress was made and today Taiwan Seito Kabushiki Kaisha can boast of being one of the greatest sugar manufacturing companies in the Orient.

The authorized capital of the Company is ¥64,200,000, of which ¥44,280,000 is paid-up and its Head Office is located at Heito, Takao Province, Taiwan. Its Tokyo Office is at Marunouchi 3-chome, Tokyo.



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KIIRUN



Kiirun, better known as Keelung, with a population of 100,182 at the end of 1939, is magnificently based at the head of the well-sheltered Kiirun Bay embraced by two headlands on the northern extremity of the Island.

Owing to the increasing number of vessels entering and clearing the port of Kiirun, remarkable progress has been manifest in trade during the past several years. By 1939, it was boosted to ¥71,237,414 (¥35,072,000 in 1938), comprising ¥51,775,748 in exports and ¥19,461,666 in imports. The leading commodities exported were Pouchong tea (¥8,334,456), Oolong tea (¥4,336,992), black tea (¥5,476,477), camphor (¥1,980,200), silk tissues (¥305,200), etc., while the principal imports included beans (¥1,861,505), salted fish (¥294,051), wheat bran (¥1,015,459), sulphate of ammonia (¥8,267,874), etc.

Kiirun, due to its natural advantages, abounds in marine and mineral resources and enjoys its position as the center of communications and distribution. Fisheries, constituting the most important industry of Kiirun, have been developing very rapidly. The catches of the district amount to about ¥6,000,000 annually, representing about 40 per cent of the total catch of the Island. It is famous also for its coral production, the waters near the port being abundant in coral reefs. The annual production of coal is approximately ¥6,000,000 or more than 75 per cent of the total output of Taiwan. Although Kiirun's activities at present are chiefly confined to the production of fertilizers, iron goods, confectionery, wood manufactures, rice-cleaning, flour-milling, etc., the future prospects of the industrial development of this port-city are, therefore, quite promising.

In and around Kiirun, there are many places noted for their fine scenery. Peak Park (Asahi-ga-oka), situated on an elevation close to Courbet Beach, commands an extensive view, the scenic beauty of the park being such that it ranks first among the "Eight Finest Views of Taiwan." Courbet Beach, a fine bathing resort, is a short distance from the Kiirun railway station. The graves of French soldiers who died during the war between France and China in 1884 are located on the beach which is crowded with people during the season.

基隆(要塞地帯)は古くから支那人或は吾が倭寇に依つて利用せられてゐたが十七世紀の初め西班牙人に占領せられ後和蘭人に依つて港として世上に現はれた所で、本島北部に在り人口一〇〇、一八二人を有し、内臺連絡の最も重要な關門で内地、外國、沿岸各航路の一大中心港である。臺灣物産の急速な進展に伴ひ本島の貿易も亦頗る増大しその殆んどは基隆を通過港とする爲め港灣設備は異常なる充實をとげ今日では本島隨一の重要都市となつた。昭和十四年度に於ける本港貿易額は七千一百二十三萬七千四百十四圓であり、その中輸出は五千一百七十七萬五千七百四十八圓、輸入は一千九百四十六萬一千六百六十六圓である。輸出は包種茶(八百三十三萬四千四百五十六圓)、烏龍茶(四百三十三萬六千九百九十二圓)、紅茶(五百四十七萬六千四百七十七圓)、樟腦(一百九十八萬二百圓)、輸入は豆類(一百八十六萬一千五百五圓)、小麥粉(一百一萬五千四百五十九圓)、化學肥料(八百二十六萬七千八百七十四圓)等が主要品目である。

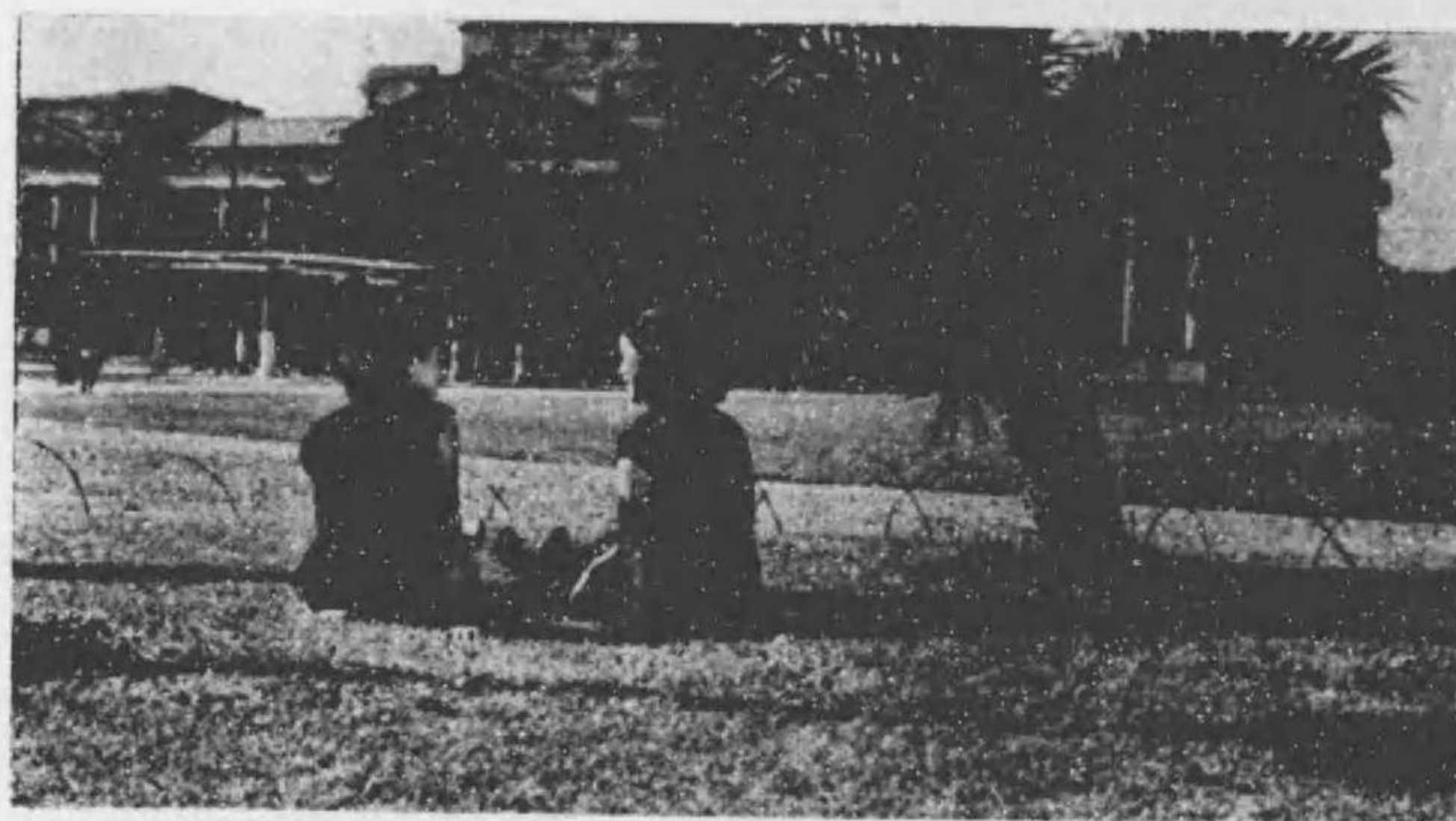
基隆を中心とする漁業は頗る盛大で全島漁獲の四〇パーセントに及び年額六百萬圓に達する。又臺灣の主要金屬礦物は基隆附近に多く埋藏され石炭は全島の七五パーセントに及びその他鐵、金、砂金等の産出も夥しい。従つて最近の基隆は従前の如く只物資の通過のみならず本島に於ける一大生産都市であり又最大貿易港として愈々その將來性を確約し急速なる膨張は市域を郊外へ郊外へと擴張してゐる現狀で特に大東亞戰爭下有力なる前進基地として洵に喜ぶべき存在である。

市の内外には名勝舊跡が多く基隆神社、北白川宮能久親王御遺跡、舊海關御舍營所、高砂公園、千人塚、クルーベール濱、社寮島、和蘭城趾、仙洞窟、金山溫泉(西二〇軒)等がある。

旅館 船越(明治町)、常盤(旭)、内山(日新)基隆(眞砂)、廣島 義重。

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TAIHOKU

Taihoku, the capital of Taiwan as well as the administrative seat of the Government-General, is situated on the River Tamsui in the central part of the Taihoku Plain. It is about 28 kilometers from Kiirun by rail and 377 kilometers from Takao. Greater Taihoku, which is now the largest city in the Island, has a population of about 340,114. Formerly the City of Taihoku consisted of three sections, viz., Jonai, Daitotei, and Manka; but since the establishment of the municipal system in 1920, all the surrounding villages have been included in Greater Taihoku.

Jonai, chiefly inhabited by Japanese, contains modern streets encircled by the beautiful "Ring Gardens" laid out on the site of the walls which formerly surrounded this quarter. Jonai also has a pretty park in the center, as well as several squares and promenades. The government offices and other public buildings, including a fine museum and a library, are all located in Jonai where sanitation is perfect, and none of the amenities of modern city life is wanting in this part of Taihoku.

Daitotei, lying to the north of Jonai, is the principal business quarter, where the most flourishing commercial activities are seen. It is the center of trade in camphor, rice and tea, the greatest staples of Taiwan. Large offices and stores are situated here. Most of the houses in this part of the town is built of brick, and the general appearance is quite different from that of Jonai.

Manka is the oldest part of Taihoku and in former times was noted for its market places congested with merchandise sent down the Tamsui River. Its commercial activities have however, long since been shifted to the Daitotei district and as a result, there are now no traces of its former prosperity, although a large number of tea-houses, restaurants and the like, standing close by the River, are attracting pleasure-seekers throughout the year.

Places of Interest: There are many interesting sights in and around the City of Taihoku. Taiwan Shrine is a State shrine dedicated to the memory of the late H.I.H. Prince Kitashirakawa who died during his expedition to this

臺北は臺北平野の中部淡水河岸に臨み臺灣總督府の所在地であり官衙、學校、商社多くこの地に集り人口三四〇、一一四人を有する本島隨一の都會である。市街は三つに區分されてゐるがその由來は吾が寶永五年（二三六八年）閩人に依り淡水河流域に小部落を開かれたのが臺北の始めて現在の萬華の地であり、それから百餘年後泉人と後來の漳人との間に争ひが起り泉人の一部は北方に移り住んだ、これが大稻埕であり城内は遅れて光緒十一年（明治十八年）臺灣府の設置に依り開かれた。

現在城内は内地人の居住多く首都としての各種機關施設備り、萬華は主として本島人が居住してをり大稻埕は商業地域で主として米、茶の取引で殷賑をきはめてゐる。然しながら臺灣の産業開發、又吾が南方進出に伴ひ臺灣が大東亞共榮圈の中心として現はれて來た今日では臺北の重要性は日毎に増大し今や單に總督府所在地ではすまされなくなり、雄大なる規模の大都市計畫が發表され、郊外の發展は實に著しいものがある。市内外の見物は大概次の如くである。

臺灣神社 本島唯一の官幣大社で北白川宮を奉祀し御命日たる十月二十八日に大祭が行はれる。境内よりは基隆河、淡水河が望まれ眺望亦雄大である。劍潭、貝塚、圓山公園及動物園 この地は土豪陳維英の別莊太古巢と稱した所で規模は大きく飼育動物數の多い事は吾が國第一である。永樂町大市場、臺北城門 臺灣府を臺中より移した際建造されたもので城壁は石を疊み方形一邊三百四十丈周圍一里に互つてゐる。西門市場と西門町、商品陳列館、龍山寺廟宇は洵に莊麗であり信徒數萬、香煙の絶へる事がない。萬華河畔、總督府廳舍、博物館、北投溫泉、草山溫泉、淡水。

旅館 臺北鐵道ホテル、日の丸（明石町）朝陽號（表）、吾妻（表）、萬屋（表）、花家（本）。

臺灣茶

包種茶
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Island in 1895. The Shrine is situated about 3 kilometers northeast of the City and is the greatest shrine of Taiwan. The sanctuary built in the old Japanese style is magnificent in its simplicity and impressiveness. Jokobyō, or Chang-huang Miao, is a typical native temple lying 2 kilometers north of the station. Maruyama Park, situated about 500 meters north of Maruyama railway station, and one of the chief sights of Taihoku, contains a statue of the first Governor of the Island, and a Zoo with various kinds of Taiwan fauna. The thickly wooded hills of the Park are finely contrasted with Mt. Taichoku rising across the Kiirun River.

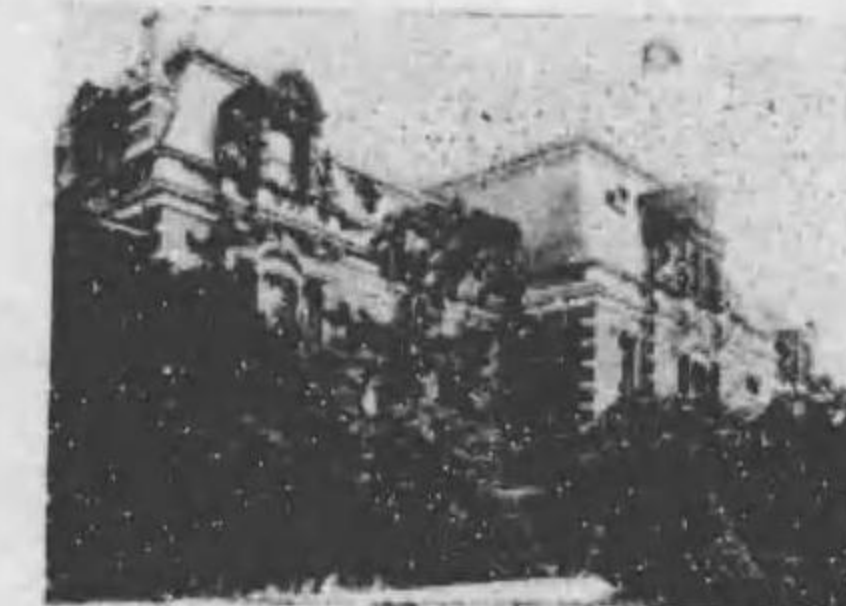
Taihoku Park, standing in the center of the City, is also famous for its tropical beauty. Hokuto Hot Springs, within a few minutes' walk from Hokuto station on the Tamsui branch line, is the best hot-spring resort on the Island. The springs, which are of sulphur, attract many visitors all the year round. Sozan Hot Springs, about 8 kilometers from Hokuto station, are also sulphur springs said to be efficacious for various diseases. The place is rich in rural charms. Shintenkei Rapids, some 12 kilometers from Taihoku, are located at the confluence of two rivers, forming one of the chief attractions for visitors to Taiwan. Many high precipices stand out in fantastic shapes on both sides of the rapids, and shooting between them by boat affords much thrilling sport.

Tamsui, lying 20 kilometers north of Taihoku, is noted for its beautiful environs and, as one of the best specimens of exquisite Taiwan scenery, it merits the name of one of the "Eight Finest Views of Taiwan." It was once regarded as one of the four ports of Taiwan, but sand and mud washed down the River Tamsui gradually accumulated at the mouth until it became too narrow to permit safe navigation. Consequently, it now forms a mere decadent port possessing the only importance as an excellent bathing beach on the west coast. The Tamsui Golf Links is located a little more than 2 kilometers west of Tamsui station. Near the northern section of the station lies the ruins of the castle of San Domingo, which was constructed by the Spaniards in 1626.

HOTELS:—Despite its great distance from the Japanese mainland, Taiwan may well boast of the excellent hotel accommodations that foreign tourists are able to enjoy on the Island, especially the Taihoku Railway Hotel at Tai-

hoku, and the Tainan Railway Hotel at Tainan, both of which are under the able control and management of the Taiwan Government Railways.

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The Tainan Railway Hotel, which occupies the upper floor of the new Tainan Railway Station, is indeed an ideal place of rest for tourists and commercial travellers. It is equipped throughout with the most up-to-date fittings and is also noted for its excellent cuisine.

Courtesy is, moreover, the keynote to service, and the moderate scale charges. Room rates (European Plan) — Single, ¥3.00 and up; Double, ¥7.00



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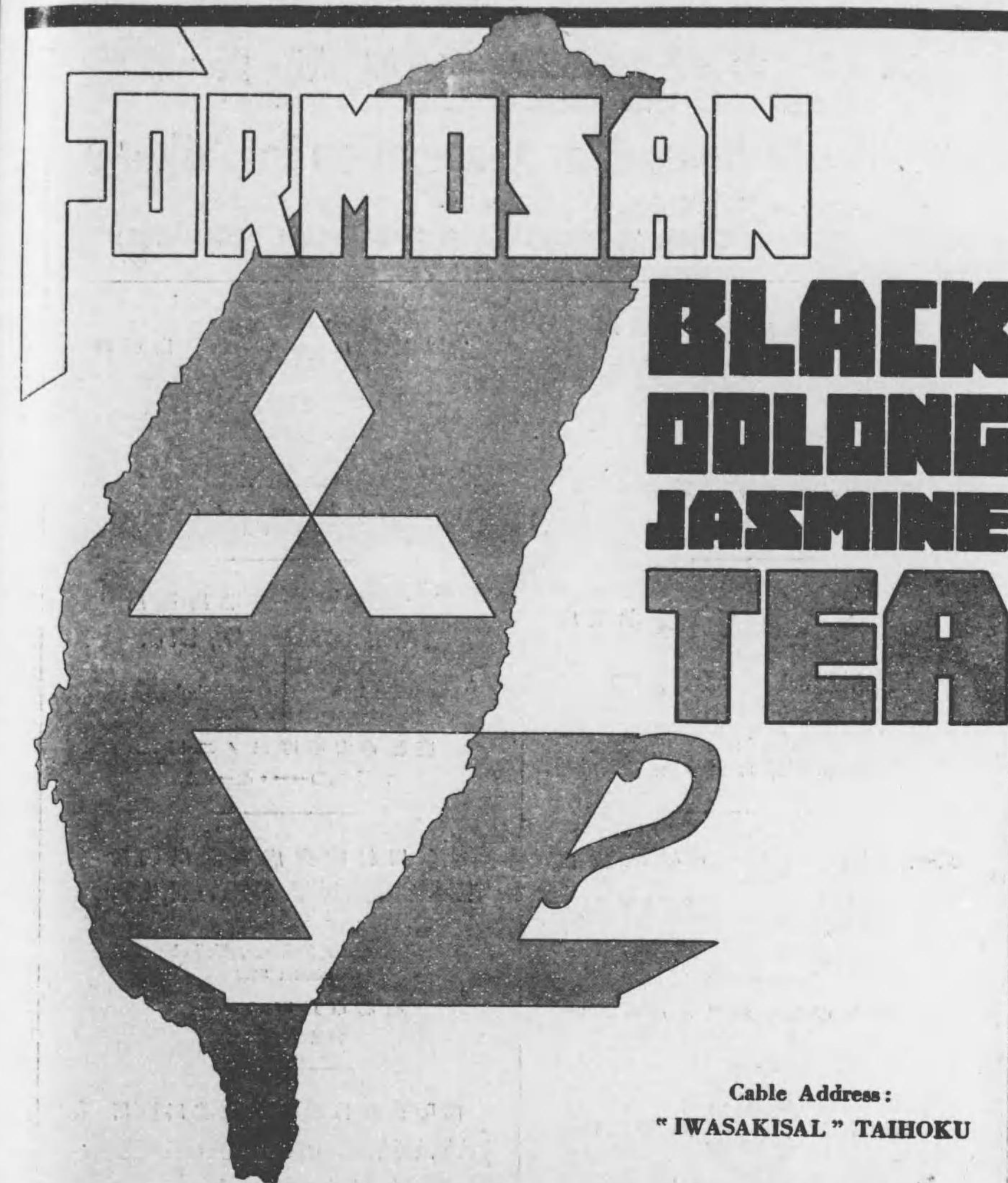
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**TAICHU AND
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Taichu, the seat of the local government of Taichu Province, lies half-way between Taihoku and Tainan, some 160 kilometers south of the former and 158 kilometers north of the latter by rail. The population of the City at present numbers approximately 75,000. The neighbouring wide plains constitute the chief rice producing centers of the Island and the cultivation here of sugar-cane and bananas is a thriving enterprise.

The City is divided by the railway in two parts, the eastern part being the industrial quarter and the western portion, the commercial district. The replanning of streets is being carried out on an extensive scale, and parts already completed, flanked with newly constructed shops, have a pleasant uniform appearance.

Principal Sights: The Taichu Shrine dedicated to the memory of H.I.H. Prince Kitashirakawa stands in the beautiful Taichu Park, lying at the eastern end of Taisho-machi. The Taichu Commercial Museum is also in the Park. One of the most interesting features in the City is the Banana Conditioning House which inspects 70 per cent of 300 million lbs. representing the whole production of Taiwan. Jitsugetsu-tan, a lake of scenic fame 800 meters above sea-level, is within easy access from Taichu, with the recently completed large hydro-electric works. The City also forms a convenient starting-point for the ascent of Mt. Nittaka, the highest mountain in the Japanese Empire.

Tainan, the second largest city of Taiwan, is located about 320 kilometers south of Taihoku by rail, with a population of 111,000. The City's recent commercial prosperity justly entitles it to be called the commercial capital of Taiwan.

Places of Interest: There are many historical relics and places worth visiting in and near the City. Among them are the Confucius Shrine erected in 1666 by Ching Cheng Kung of the Ming dynasty; the Kwantei Mausoleum dedicated to the memory of the brave and faithful Kuang Wu in 1664; the "Red Hair Castle," constructed by the Dutch in 1625; Tainan Shrine, sacred to the memory of H.I.H. Prince Kitashirakawa, the site marking the spot where the Prince died during his conquest of the aborigines in 1896.

臺中は基隆と高雄の略中間にあり肥沃なる西部平野の中央に位する大都會で物産の豊富な臺中州の首邑である。人口八一、六一四人、市街は土地高燥氣候中和、綠川、柳川の二川に八橋を架け、加ふるに鐵道線路に依り東西に分けられてゐるので、住宅區、商業區、工業區、本島人居住區と街區整然たるところがある爲一般に瀟灑な感じをうけ邦人には臺灣京都の稱がある。中部平野の米、青果、果實、砂糖その他附近よりの夥しい農産物は殆んど臺中を集散地とする爲市場は常に活況を呈してゐる。

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Takao, the best port in the southernmost part of Taiwan, plays an important rôle as an outlet for the products of the Island. It is a thriving commercial and distributing center in Southern Taiwan blessed with a pleasant semi-tropical climate.

The foreign and domestic trade of Takao amounted in value to ¥350,890,337 in 1937, consisting of ¥244,183,961 in exports and ¥106,709,376 in imports. Sugar, bananas, canned pineapples and alcohol were the chief exports, the principal imports being beans, bean-cakes, oils, and sulphate of ammonia.

The completion of the gigantic hydro-electric plant has greatly fostered and accelerated her manufacturing industry, which includes cement, fertilizer, and iron goods, and which has become one of the most growing industries of Takao. The marine products of the port-city have made wonderful development in recent years, amounting in value to more than ¥2,500,000 a year. Fishing is carried on in the South Seas and the South China Sea. Since these regions are relatively close to Taiwan, the development of fishing industry is but natural, with bright prospects for the future.

Of the many interesting places in and near Takao, Kizan, a craggy mountain rising from the top of one of the promontories embracing the harbor, is renowned for the magnificent sunset view. Old Fort, built in 1875 in the days of Ching Dynasty, stands on Mt. Kigo, southwest of the town. Apart from its historical interest, the autumnal moon is unspeakably enchanting. Kotobuki-zan, lying west of the railway station, is a mountain famed for its wild and craggy formation. Kotobuki Sea-bathing Beach, which spreads out along the foot of the scenic Kotobuki-zan is the most popular summer resort on the Island, where every convenience is provided.

Boko-to (the Pescadores) are located off the coast of Takao, and comprise a few small islands with about 61,000 inhabitants. Between Boko-to and Takao, a regular steamship service is maintained. Sights peculiar to the islands, not to mention their many historical relics, are worthy of a trip from Takao.

高雄(要塞地帯)は高雄州政廳の所在地で縦貫線の終點であり人口一八、四三五人を有する本島最南部の大都港である。高雄の地名は附近に蟠居した平埔蕃マカツラ部族のタアカウ社の名より出たもので、文献には打鼓港或ひは打狗等と稱されてゐるのを見る。

高雄は本島の南の出入口を形成し北部の基隆に匹敵する存在であるが大東亞共榮圈に對しては基隆より一層好條件に恵まれてゐるので今後の發展は實に測り知れぬ程の將來性を具備してゐる。大東亞戰前に於ける貿易は左程善しいものがなく附近の豐沃なる地域で産せられる果實青果、砂糖、酒精等の輸移出、豆類、豆粕、化學肥料等の輸移入でその額は二億萬圓程度であつたが現在では多岐に互る物資の集散地となり、貿易總額は急騰し昭和十四年度に於ては、總計三百一萬二千八百七十六噸、四億六千七百七十萬四千三百三十五圓に達し、之を前年に比較すると十三萬二千餘噸(四分強)、五千七百八十七萬餘圓(一割四分強)の増加となり、重要品別に對比すると砂糖、鮮魚介の輸出、砂糖、酒精、鳳梨罐詰、バナナ等の輸移出各増加で、輸移入に比し輸移出は一億八千九百七十三萬餘圓の出貨増を呈し、港灣及市内の活況は昔日の比でなく洵に今昔の感にたへぬものがある。

高雄を中心とするものに有名なる南洋への漁業がある。發動機船に依る遠洋漁業の振興は非常なるものでこれに關聯して諸種の水産工業が興りその産額だけでも充分に大都市として存在し得る位の價值がある。之等の事實から想起すると高雄の將來は實に洋々たるものである。

市内には北白川宮を祀る高雄神社があり、以前は打狗金毘羅神社と稱したものである。壽山麓には海水浴場があつて、各種の設備があり、その他に哨船頭海水浴場がある。

旅館 吾妻(鹽埕町)、臨海(壽)、壽(壽)、春田(壽)、伊東(壽)。

See Tyosen



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朝鮮 林 檎

Apple-growing is one of the chief industries of Chosen, the annual crop amounting well over two million yen.



金 剛 山

The famous Diamond Mountain, commonly called the Twelve Thousand Peaks, towers majestically in the sky in projections of countless rocky ridges standing behind one another like huge screens.

Chosen

半島娘の装ひ

"Oh, I like this best!" cries a fair Chosenese damsel, in her native costume, to the other.



朝鮮風俗

A typical scene in the quiet surroundings of the country-side in Chosen.



Situation & Area: Chosen, a peninsula dividing the Yellow Sea from the Sea of Japan, and having an area of 220,792 square kilometres, is located between 122° and 128° East Longitude and between 34° and 43° North Latitude. Along the northwest frontier for 800 kilometers lies Southern Manchoukuo and in the extreme northeast, a scant 160 kilometers from Vladivostok, Chosen touches Siberia. The country is mountainous especially in the north, where forests are of great value.

Climate: The climate of Chosen is dry and bracing. Generally the rainfall in the Peninsula is not heavy, the annual volume ranging at the most between 800 and 1,000 millimeters.

Population: The total population of Chosen, according to the census taken on October 1, 1940, was 24,326,327, representing an increase in five years of 1,427,634.

Administration: Chosen is divided administratively into 13 do (prefecture), which are subdivided into 20 fu (city), 218 gun (district), 2 to (island), 81 yu (town), and 2,245 men (village). In preparation for a complete autonomy to be accorded at a future date, the local administration has been given a greater measure of self-government since the political reform of 1939.

Revenue & Expenditure: The budget estimate for the 1940-41 year was balanced at ¥866,641,112 (¥707,984,315 for the 1939-40 year). Tokyo Government granted Chosen ¥12,899,567 in 1940 as the annual governmental subsidy.

Religion: Confucianism and Buddhism are the chief religions, but Christianity and Shintoism have also become popular in the recent years.

Education: Following its annexation, education in Chosen was considerably raised in level as many schools were constructed. The number of schools and institutions as of May, 1939, were: 4,699 elementary schools; 53 middle and higher schools; 53 girls' high schools; and 244 commercial, agricultural and technical colleges. There were also normal and vernacular colleges besides the Keijo University.

位置及面積 朝鮮は亞細亞大陸の東南に斗出し、黄海と日本海を隔つる一大半島であり、東は日本海、西は黄海、南は朝鮮海峡を経て九州、北は鴨綠江及豆満江を以て滿洲國及露領沿海州に界してゐる。面積二二〇、七九二方浬。地形は南北に長く東西に短く、長白山脈東北より西南に連り北方の國境を擁してゐる。その一脈は南に延びて東海岸線に沿ひ半島の脊梁となつてゐる。脊梁山脈の東側は斜面急峻であるが西側は緩やかで平野多く又河川に富んでゐる。

氣候 氣候は大陸的であり氣溫は南岸地方最も高く北進するにつれ遞減し東側は西側より温和である。冬期の寒氣は相當厳しい處もあるが三寒四溫に依り好都合に調和されてゐる。

人口 昭和十五年度國勢調査に依れば二二、八〇〇、六四七人で細別すれば内地人六五〇、一〇四人、朝鮮人二二、〇九八、三一〇人、その他五二、二三三人である。

政治 總督及總督府に依り管轄せられ行政上朝鮮全土を十三道に區劃し、更に之を二十府、二百十八郡、二島、九十一邑、二千二百四十五面に分ち、道知事、府尹、郡守、島司、邑面長を置いて夫々を統轄せしめてゐる。

財政 昭和十五年度の歳出歳入共八六六、六四一、一一二圓であるがその他に吾が中央政府より同年度に於て二、八九九、五六七圓の補充金をうけてゐる。尙又道路、海關、鐵道等の開發の爲朝鮮事業公債法に依り昭和十五年度に於て一、三三六、〇〇〇、〇〇〇圓の事業公債發行高を有してゐる。

宗教 佛教、基督教、道教、神教の順に行はれ、佛教は朝鮮佛教僧侶五、六六五人、信徒一九八、二〇〇人(昭和十四年)及内地佛教僧侶八〇二人、信徒三三四、一〇〇人その内朝鮮人三七、五〇〇人に分れ、基督教徒は五〇八、九〇〇人神徒九八、八〇〇人である。

Communications: In September, 1940, the State railway lines extended 4,293.3 kilometers and private lines, 1,814.8 kilometers. The chief line is the trans-peninsular route from Fusan, where the Fusan-Shimonoseki ferry service connects with the Imperial Japanese railways, to Antung at the mouth of the Yalu River. Here, it connects with the Antung-Mukden line of the S.M.R., forming part of the two international through traffic lines—Japan to China and Japan to Europe via the Trans-Siberian Railway. In 1939, Chosen had 12,534 kilometers of excellent highways and 18,124 kilometers of auxiliary roads. The Japan Airway Co. operates a line across the Peninsula from north to south as part of its Tokyo-Dairen-Hsinking service.

Principal Towns: Fusan, Keijo, Jinsen, Genzan, Seishin, Rashin and Yuki as well as the famous Kongosan are specially described in the following pages.

Banking Facilities: With the Bank of Chosen as its central organ, which is authorized to issue notes to any extent on the security of gold and silver bullion, and the Bank of Japan's convertible notes, Chosen is well provided with banking facilities. For the promotion of industrial development, the Chosen Industrial Bank and the Oriental Development Company were established.

Principal Production and Industry

AGRICULTURE: Chosen is essentially an agricultural country, and the cultivated area at the end of 1939 totaled 4,526,757 cho, of which 2,763,983 cho were paddy fields. There were about 500,000 cho of unregistered arable land. The principal agricultural products are rice and other cereals, beans, cotton, tobacco and hemp. Barley and wheat flourish in the northern parts.

Rice: Improvement and extension of rice cultivation have progressed remarkably, and at present the output of rice ranks first among all agricultural products. In 1936 total area devoted to the cultivation of rice was 1,762,774 cho and the harvest amounted in value to ¥580,472,850. The shipment of rice in 1938 reached 10,130,000 koku, valued at ¥31,307,000.

Soya Beans: Soya beans, the second important product in Chosen next to rice, are produced in all parts of the country, and their quality is generally good, the crop in the north-western districts being especially noted for its excellence. The soya beans shipped out of the

教育 朝鮮に於ける教育は従来内地人と朝鮮人は系統を異にしてゐたが、昭和十三年度より時勢の進運と實情に鑑み教育機関の區別を撤廢したので、朝鮮に於ける教育は内地のそれと制度上何等差異なきものとなつた。初等學校四、六九九校、中等學校五三校、女學校五三校、専門及實業學校二四四校、尙京城には京城帝國大學があり法文學部、理工學部、醫學部が設けられ學生五五八八、豫科生徒五四二人を有する。

交通 朝鮮の統治上鐵道は産業開發、民衆向上等重要なる使命を有してをり又シベリヤを經由して歐洲への國際交通の捷路を爲してゐるので、鐵道は比較的普及し運輸交通は至便であり、各經濟發達にも少からず貢獻してゐる。昭和十五年度に於ては國有鐵道は四、二九三・三杆、私設鐵道は一、八一四・八杆を有してゐる。自動車交通も最近至極發達し路線は三〇、五四六・七杆、國道一二、五二四杆、地方道一八、一二四杆に及んでゐる。

朝鮮は港灣河川に恵まれてゐるので舟運も良く發達し陸上交通の補助として大いなる存在をなしてゐる。定期航空も本州、滿洲間空路の發展に伴ひ京城、清津等はそれらの中繼地として逐年重要性を増大してゐる有様である。

農業 朝鮮は到るところその風土に適した農業が發達してをり眞に農業國と謂ふ事が出来る。土地は良く拓けて耕地面積廣く四、五二六、七五七町歩に及びその内二、七六三、九八三町歩は水田である。又その他に尙五〇〇、〇〇〇町歩開墾地を有してゐる。米は農業生産物中の首位にあり、施政後の改良増殖の結果収量、品質ともに夥しく向上し昭和十三年度に於ては二四、一四〇、〇〇〇石、輸移出高一〇、一三〇、〇〇〇石、價額三一三、〇七〇 〇〇〇圓に達した。大豆 米に次ぐ主要農産物で品質は佳良を以て名あり昭和十三年度輸移出額一、〇九〇、〇〇〇石、二二、〇〇〇、〇〇〇圓である。麥 大麥、小麥及裸麥を主とし、鮮内での消費量も亦益々増加しつゝある。粟 西北部の主要畑作物で此の地方の常食品として重要視されてゐるが、未だ鮮内の需要を充すに至らない。甘藷 南鮮地方に多く栽培され農

Peninsula during the same year totaled 1,090,000 koku, valued at ¥22,000,000.

Fruits and Vegetables: Steady progress is being made in fruit-growing. The chief fruits include apples, pears, grapes, peaches, persimmons and chestnuts; while principal vegetables include radishes, melons, pumpkins, skirrets, garlic, and 'hakusai,' a whitish lettuce of a very rare quality grown in Kaijo near Keijo.

Cotton: Cotton is cultivated in all parts of the country, excepting Kogen-do, Kankyo-Hokudo, and a part of Kankyo-Nando. The area under cultivation of the American variety in 1939 was 222,231 cho. In addition there were 30,954 cho of land devoted to the native variety. The future of cotton cultivation is very promising.

Sericulture: The number of households engaged in sericulture in 1939 totaled 823,412 and cocoons raised during the same year reached 5,484,331 kan. The raw silk was 598,668 kan valued at ¥43,227,644. A considerable quantity of silk is cropped every year from the wild cocoons which abound in many parts of the country.

FORESTRY: The country is mountainous especially in the north, where forests are of great value. The forest land in the country at the end of 1939 was estimated at 16,310,000 cho, representing about 73 percent of the total area. Of the total forest area, about 6,670,000 cho is taken up by State forests, the greater part of which lying around the sources of the rivers Yalu, Tumen, Taidong and Han.

Constituting a source of rich wealth, the forest products of Chosen make a substantial contribution to the export trade of the country in addition to meeting the local demands. The total value of forest production in 1939 amounted to ¥192,000,000, of which timber and boards amounted to ¥37,560,000; fuel woods, ¥4,220,000; bamboo, ¥390,000; charcoal, ¥7,630,000; live-stock fodders and raw materials for fertilizers, ¥28,000,000; and other by-products, ¥76,820,000.

FISHERIES: The coastal line of Chosen extends to a length of 17,580 kilometers and the waters teem with various kinds of fish, as a result of which fisheries in the country have become one of the important industries. The total catch of fishes amounted in 1939 to ¥151,090,000 and value of its manufactures reached ¥167,910,000. The value of cultivated fish amounted to ¥8,300,000.

MINERALS: Mineral products unobtainable

家の補助食糧とされてゐる。馬鈴薯 北鮮地方に多く産し、品質佳良、其の栽培は年々増加する一途に有り甘藷と共に農家の需要を充してゐる。果實、蔬菜 風土極めて果樹の生育に適し朝鮮人は又野菜殊に白菜を好むを以て、果實の栽培は年々増加の途をたどり蔬菜類は品種の改良と相まつて益々その産額を高めつゝある。果實に於ては苹果・梨・葡萄・桃・柿・林檎等、蔬菜は白菜・甜瓜・南瓜等がその最もなるものである。棉花 棉の栽培は明治三十九年以後政府の指導の下に獎勵改良が實施せられ現在では殆んど到る處に於て収量繰繰歩合共に多い良質棉を收穫してをり昭和十四年度に於ては作付二二二、二三一斤、収量一〇、三三六、八四九斤に達した。養蠶 全道到る處に優良産蠶が營まれ就中慶北、江原、全南地方は特に盛んである。昭和十四年度は産蠶額五、四八四、三三一貫、生絲生産額五九八、六六八貫、四三、二二七、六四四圓を示してゐる。

林業 朝鮮は古來林政不備で到る處濫伐を行ひ火田を起し急斜地を開墾する等國土の保安を害する事甚しきものがあつた。然るに總督府の鋭意なる植林政策は年と共にその實を結び現今では林相、林地の革進發達は著しいものがある。昭和十四年度の調査に依れば林野面積一六、三一〇、〇〇〇町歩全道の七十三パーセントを占め林産額は一九二、〇〇〇、〇〇〇圓に達しその内譯は用材三七、五六〇、〇〇〇圓、薪材四二、二〇〇、〇〇〇圓、林産燃料六三、二六〇、〇〇〇圓、竹材三九〇、〇〇〇圓、木炭七、六三〇、〇〇〇圓、肥料及飼料二八、〇〇〇、〇〇〇圓、その他副産物一三、五六〇、〇〇〇圓である。

水産 豊富なる海岸線と、氣候及潮流に恵まれてゐる爲朝鮮の水産は近年特に新式漁獲法に依り發展し本道の一産業として認められる様になつた。昭和十四年度漁獲高一五一、〇九〇、〇〇〇圓、養殖生産高八、三〇〇、〇〇〇圓、製造高一六七、九一〇、〇〇〇圓に達してゐる。

鑛業 朝鮮は元來諸種の鑛物に富んでゐるが開發が遅れた爲昭和十三年重要鑛物増産令を公布し本格的増産に移つた。鑛産物の種類は近年重要性を増加したるもの殊に多く、金、銀、硫化鐵、タングステン、螢石、黒鉛、亜鉛、鐵、砂金、石炭、

in Japan Proper are found in Chosen. The varieties of minerals in the Peninsula aggregate 113 categories, of which the most important products are gold, iron, coal, graphite, magnesite, arsenic, alum-stone, quartz, tungsten, manganese, molybdenum, flour-spar, mica, asbestos, zinc, lead, copper, mercury, talc, antimony, nickel and limestone.

GOVERNMENT MONOPOLIES: Chosen Government-General monopolizes the production and sale of tobacco, opium, morphine and salt.

Tobacco is one of the principal sources of revenue in Chosen. The cultivation of tobacco and the varieties to be grown are all to be determined previously by official proclamation. Tobacco raised in the country consists of three varieties—Japanese, native and yellow.

Ginseng, of which there are two kinds, is cultivated at Kaijo, Kaihogun, and several other places by permission of the Government-General and is a special product of the Chosen Peninsula. Five or six years' growth is required before ginseng can be harvested.

Opium is sold through the Monopoly Bureau to the special drug-manufacturers. The harvest of opium in 1939 amounted to 16,702 kilograms. No opium smokers found in Chosen at present, owing to the rigorous measures adopted by the authorities since the establishment of the Monopoly.

Salt production during 1939 was 264,950,000 kilograms but this is still insufficient to meet the local demand.

INDUSTRIES: With the continued economic development of Manchoukuo and Mongolia, the industrial advance of Chosen has been remarkable. Large factories have been established for spinning and weaving, reeling, iron and steel manufacture, pulp, pottery, cement, flour milling, brewing, oil refining, fertilizers, etc. A very promising future is foreseen both for home and large scale industries.

During the year 1939 total industrial output amounted in value to ¥1,498,277,426 as compared with ¥1,140,118,500 in 1938, showing an increase of nearly ¥360,000,000 or 31.6 percent. Of the total value, chemical industry represented 33.5 per cent or ¥501,749,946 as against ¥352,820,000 in 1938; spinning and weaving, 13.4 per cent or ¥201,351,730 as against ¥164,821,000; foodstuffs, 21.9 per cent or ¥328,352,728 against ¥277,208,000; metallic, 9.1 per cent or ¥136,092,376 against ¥91,967,000; machinery and tools, 3.6 per cent or ¥53,225,746 against

¥26,800,000; ceramics, 2.9 per cent or ¥43,337,780 against ¥35,820,000; wooden articles, 1.4 per cent or ¥21,061,090 against ¥15,055,000; printing and book-binding, 1.3 per cent or

¥19,373,506 against ¥16,950,000; gas and electric, 2 per cent or ¥30,462,188 against ¥24,500,000; others, 10.9 per cent or ¥163,270,337 against ¥139,544,000.

専賣、煙草 朝鮮に於て産する原料葉煙草は大別して朝鮮種、内地種、米國種の三種で昭和十四年度に於ては作付二一、〇三二町歩、収量三四、二九八、〇二九担、賠償金一五、三九八、九〇三圓に達した。**人蔘** 人蔘は全道到處に産出されるが開城附近に於て産出されるものが従来より高麗人蔘として有名であり之より紅蔘を製造する。紅蔘は専ら支那に輸出され萬病の靈藥として愛用され、白蔘は主として朝鮮及内地にて消費される。昭和十四年産額は一、七二三、五一五圓に達した。**阿片** 以前は朝鮮にも阿片煙吸飲の弊風があつたが現在は皆無である。中毒者の激減と共に阿片の産額も次第に低減し昭和十四年に於ては二六、七〇二担である。**鹽** 本島の需要に對して自給自足を目的としてゐるが現在の天日製鹽の増産だけでは食用鹽消費量を漸く満たすのみであるが將來は工業用原料鹽に於ても自給自足達成の方針で對處中である。

工業 併合當初に於ける朝鮮の工業は、家内工業又は小規模工場工業のみで且つ生産分野も狭く産額も少なかつた爲に日常必需品等多くは輸入に俟たねばならなかつた。施政以來鋭意之が改善に努めた結果急速に産額品質共に向上して來た。殊に近年滿洲國及蒙疆地方の資源開發に伴ひ本州との中間に介在し朝鮮の工業は近年稀にみる活況を呈し紡織、製絲、製鐵、パルプ、硬質陶器、セメント、製粉、麥酒、製油、硫酸、硬化油、金屬精鍊、石炭液化等の大規模工場が續々その設立をみた。昭和十三年度の各數字をあげてみると次の如くである。

紡織一六二、七七八、〇〇〇圓、金屬九〇、八六七、〇〇〇圓、機械器具二六、七四二、〇〇〇圓、窯業三五、八五四、〇〇〇圓、化學工業三五、四六五、〇〇〇圓、木製品一五、六六九、〇〇〇圓、印刷及製本一七、二五三、〇〇〇圓、瓦斯及電氣二五、〇〇七、〇〇〇圓、食料品二七四、四一七、〇〇〇圓、その他一三九、五四四、〇〇〇圓、合計一、一四二、五九七、〇〇〇圓。

Foreign Trade Summarized

Exports to Manchoukuo, China and the Leased Territory of Kwantung amounted to ¥262,000,000 revealing a sharp increase of 60.6 per cent. Imports from the same countries totaled ¥99,000,000, Manchoukuo accounting for ¥58,000,000 and China for ¥12,000,000, an increase of 23.1 per cent as compared with the previous year.

However, mention must be made that approximately 50 per cent of the exports, especially to Manchoukuo, were re-exports of imported Japanese goods.

Due largely to imports from Japan for re-exports, the unfavourable trade balance of Chosen rose from ¥176,000,000 in 1938 to ¥382,000,000 in 1939.

Remarkable increases in the exports of the following commodities were noticeable during 1939—rice and paddy ranking first in exports, increased twofold to ¥25,300,000, followed by machinery, ¥19,300,000, aquatic products, ¥17,

900,000, staple fibre tissues, ¥15,100,000, vehicles, ¥13,500,000, timbers, ¥9,500,000 rayon tissues, ¥8,700,000 and fruits, ¥8,600,000. The greater part of the above were imported from Japan Proper.

Other articles exported to Japan Proper showed in general, a marked improvement, fertilizer increasing by 33.1 per cent to ¥53,200,000, copper by 94.9 per cent to ¥5,700,000, aquatic products by 36.1 per cent to ¥31,800,000, ores by 43.3 per cent to ¥31,200,000, raw silk by 52.7 per cent to ¥24,200,000, coal by 20.9 per cent to ¥14,300,000, fish oil by 61.7 per cent to ¥12,200,000 and raw cotton by 48.5 per cent to ¥11,900,000.

The aggregate value of imports from Japan Proper amounted in 1939 to ¥686,600,000 representing 55.9 per cent of the total imports of Chosen.

The principal domestic trade of Chosen for 1938 and 1939 follows:

Principal Domestic* Exports and Imports of Chosen, 1939 & 1938

EXPORTS			IMPORTS		
	1938	1939		1938	1939
Rice & Paddy	¥1,000	¥1,000	Woollen Tissues	¥1,000	¥1,000
Aquatic Products	302,054	149,366	Silk Tissues, Mixed	14,742	22,303
Fish Oil	23,396	31,833	Rayon Tissues	16,653	44,193
Ginned Cotton	7,534	12,183	Mixed Tissues (Silk & Rayon)	32,835	24,473
Raw Silk	7,994	11,872	Staple Fibre Tissues	10,653	21,611
Coal	15,832	24,169	Wearing Apparel	13,033	32,622
Mineral Ores	11,792	14,258	Coal	18,140	22,340
Fertilizers	21,766	31,187	Metal Manufactures	20,421	28,432
Fish Meal	39,996	53,229	Vehicles	74,119	102,422
Sulphate of Ammonia ..	14,821	18,944	Fertilizers	35,321	50,244
Copper	7,956	13,411	Paper	29,153	19,288
Beans	26,526	51,697	Paper Manufactures	21,988	23,100
Soya Beans	23,899	22,941	Timber	17,943	22,815
	22,111	21,074	Machinery	21,537	39,184
			Mineral Ores and Metals	79,732	131,636
				108,782	138,106
Total	710,540	736,883	Total	921,346	1,229,417

* Trade with Japan Proper and Taiwan.



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FUSAN, embracing a magnificent and well-sheltered harbor, spreads along the waterfront, forming an important trade port of Chosen. With a population of approximately 250,000, the city is the southern gateway of the Peninsula.

The importance of Fusan in trade is shown by the amount of transactions which totaled ¥284,908,000 in exports during 1939 and ¥447,600,000 in imports. The trade with Japan Proper accounted for the value of ¥260,112,400 in exports and ¥437,355,800 in imports. Chief articles of import were rice, millet, wheat flour, bean cake, sugar, iron goods, timber, etc., the exports consisting principally of rice, soya beans, marine products, cotton, ores, live cattle, etc.

The town of Fusan is not only the principal center of trade with Japan Proper, but it is also an important link in the international highway which connects East Asia with Europe. The Imperial Japanese Government Railways operate a ferry service between Fusan and Shimonoseki, across the Strait of Chosen twice daily from either end, the service making train connections on both sides.

Of the many places of interest in and around Fusan, special mention should be made of Ryutozan Park, situated in the heart of the town. A pine-clad hill made into a public park, it commands a fine general view; Kaiundai Hot Springs, 40 minutes from Fusan, and 20 minutes from Torai by motorcar; Torai Hot Springs, 30 minutes by tram and 20 minutes by motorcar from Fusan; Matsushima Beach, an ideal sea-bathing resort with shallow water, its white sandy beach bordered by lovely green pines.

The Government railways of Chosen form the quickest and most comfortable route between Manchoukuo, China and Japan, and between Europe and East Asia.

The Fusan Chamber of Commerce and Industry, which came into existence in 1880, was originally called "Fusan Shoko Kai" (Assembly of Fusan Merchants), and its members comprised merchants, bankers, shipping agents, wholesale dealers, etc. In 1940, the Chamber's roster was further augmented by new members from business and industrial circles, thus increasing its membership to 2,500.

釜山(要塞地帯)は朝鮮半島の南岸東部に位してゐる朝鮮第一の港市である。對岸下關との間に鐵道省營の關釜連絡船が定期に運航されて居り、埠頭からは直ちに新京ゆき「ひかり」のぞみ、北京ゆき「興亞」「大陸」の直通急行列車や京城ゆき特急「あかつき」等の列車が出てゐる。棧橋上には旅客待合所、出札所、手荷物取扱所、紙幣交換所、食堂及び東亞旅行社案内所等の諸設備が遺憾なく整つてゐる。また棧橋から土産品等の賣店の並んだ上屋を通り抜けると釜山本驛と鐵道ホテルがあり、そこから驛前廣場を隔てゝ直ちに市街に通じて居る。

市街は東部海岸地帯の埠頭區、龍頭山を繞る官衙商業區及び工業區、住宅區等に分れ、街衢井然。その建物も純然たる内地風を示して居り、また西岸地帯の富民町、埠頭區の北方に續く草梁町、水昌町、佐川町等は朝鮮人町となつてゐる。

釜山地方は上古我國に服屬した任那國の一部である駕洛國の地であると云はれ、釜山の開港は明治九年であるが、始めは何等の港灣施設を有してゐなかつた。明治三十九年に至つて始めて五ヶ年計畫に依り韓國政府の釜山海關工事が始められ、その後數次に互る大築港計畫の完成に依つて完備せられた。明治四十三年日韓併合と同時に釜山府と定められ、その後慶尙南道の廳舎が置かれ、爾來本道の政治、經濟の中心となり、この間の鐵道開通、港灣施設の完備と相俟つて大陸の關門、國際交通路の要衝として、また半島の大貿易港として今日の盛況を呈するに至つた。尙近年隣接せる數町村を本府に合併したので、今では朝鮮第二位の大都會となり、益々大陸の玄關としての威容を加へつゝある。

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KEIJO

KEIJO, a prosperous metropolis built in a granite valley running from east to west, is the seat of the Chosen Government.

During the thirty years since the enforcement of the municipal law in Keijo, a remarkable development was made in every field under the city administration. The long pending question of amalgamating the vicinities into the municipality was solved in April, 1937, and with this move Keijo has become a great city covering an area of over a hundred square kilometres, or quadruple the former area.

The city, having a population of over 700,000, was formerly surrounded by walls, but its rapid development made it necessary to demolish them, and their only remnants now visible are the two gates, Nandaimon (South Great Gate) and Todaimon (East Great Gate). The most flourishing business centers, Honmachi, Nandaimon-dori and Kogane-machi, are almost entirely Japanese in appearance but for the people in their customary white clothes and their indispensable three-foot tobacco pipes—a common sight in all parts of Chosen. The city is served by an excellent system of tram-cars and buses, and is also well provided with waterworks and sewerage.

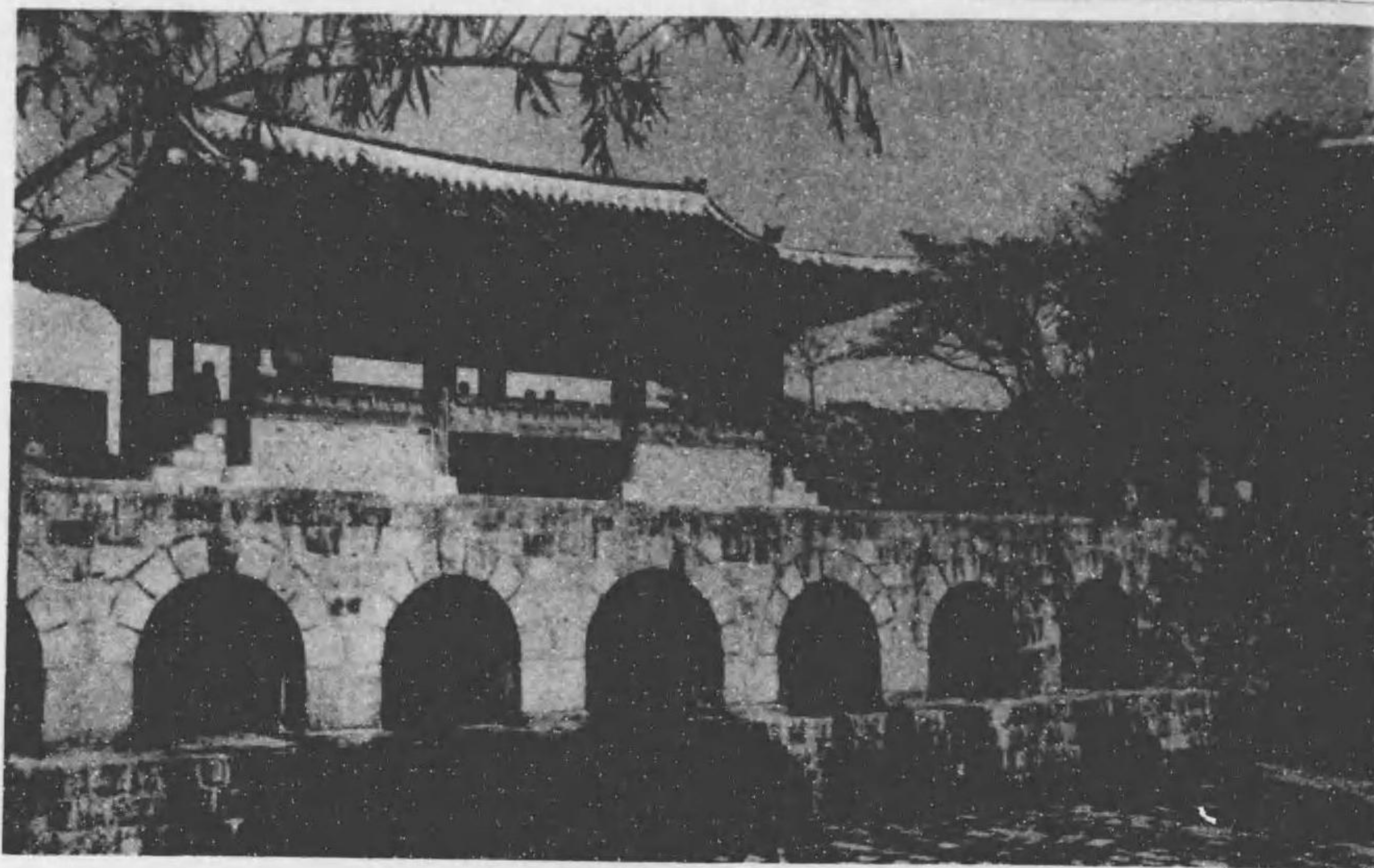
There are many places of interest in and around the city of Keijo, of which the most noted are: Nandaimon Gate, one of the remnants of the old walls constituting a precious relic of ancient Chosen. Nanzan Park, formed of granite hills, is located in the southern part of the city. It contains the Keijo Shrine and Tenmangu Shrine, and is especially thronged with people during the cherry-blossom season. Chosen Jingu, lying on the western slope of Nanzan, is the greatest shrine in Chosen, consecrated both to the Sun-Goddess of Ise Shrine and the illustrious Emperor Meiji. Tokujukyu, formerly the palatial residence of King Li, is now converted into the Art Museum of the country. Keifukukyu, an old palace, is situated at the foot of Hakugaku.

The Pagoda Park, the name of which is derived from an artistic pagoda of eleven stories, was a gift from a Mongol Emperor to his daughter who became the Queen of Koryu in the fourteenth century. Keijo Imperial University, lying in Renchido and planned along similar lines to the Imperial

京城は朝鮮の首都で、朝鮮のほぼ中央に位し全半島の樞軸をなし、政治、経済、交通、文化等の一大中心都市である。

京城府はまた李朝五百年の王都である。朝鮮には往古高句麗、百濟、新羅の三國が鼎立して互に攻争してゐたが、その後數次の變遷を経て高麗王の世となるや、その第十一代文宗王は京城の地相を好んで附近の住民を移住せしめたのが、當府の起源で、今から凡そ八百六十年前の事である。その後、李朝の太祖李成桂が高麗を亡ぼして半島統一の霸業を大成するや、王師無學及び群臣の献説に従つてこの地を首府と爲め、高麗朝四七五年の都であつた開城から遷都したのであつた。爾來二十七代五百十九年連綿として朝鮮の首府となり、政治・文化の根元として、今日の大京城の基礎を形造つたのである。その間、朝鮮には文祿の役・清の來寇・政權の爭奪など相踵ぎ、近くは日清・日露の兩役、韓國の獨立、日韓併合など種を接して起る内外の重要事態に當面したが、それ等大小幾多の歴史的事件は何れもこの京城を舞臺とし、或は深い關係を有してゐた。明治四十三年日韓併合に際し、舊來の漢城府尹を置き、大正三年府制を施行した。昭和十一年四月行政區域の擴張を行ひ、帝國第六位の大都市となつた。而して消費面・生産面共に旺盛な綜合的近代文化都市となつた大京城は、すでに第一段の生長を了つて今や第二段の飛躍的發展に向ひつゝあり、將來人口百萬の大都市としての計畫に基き諸種の施設が着々と實行に移されてゐる。

市街は、半島を略南北に中斷して西流する漢江の中流北岸、四周に山嶺を繞らして風光麗はしい一盆地の上に立つてゐる。南山の一角、朝鮮神宮の鎮座まします高臺に立つて俯瞰すれば、市街の主要地帯は一望の裡に收まり、北漢山とその脚下に重疊する山々を背景にした大觀は類の少い美しさである。市内を縦横に交叉する南大門通・黄金町通・鐘路通・漢江通などの幹線道路は勿論、主要



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The Keijo Chamber of Commerce and Industry, situated at Hasegawa-cho, Keijo, was established for the purpose of handling various matters relating to the improvement and development of trade and industry.

道路は總て舗装されて、舊朝鮮町の陋穢は認められない。

社寺・名勝 朝鮮神宮、南山町の小丘上に鎮座 朝鮮の總守護神。京城神社、城臺町に鎮座、昌德宮、景福宮、德壽宮、博文寺、東西兩本願寺京城別院、經學院、南山公園、獎忠壇公園、パコダ公園、昌慶園、鐘路、南大門、東大門、普信閣、京城帝國大學、總督府博物館。

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JINSEN or Chemulpo, situated at the end of a small peninsula projecting from the western coast of Chosen, is a natural harbor, constituting the maritime gateway to the capital. With a population of about 103,000, the city presents a fine aspect. Jinsen's importance as a trade port has been greatly enhanced with regular shipping services maintained not only with Japanese mainland, but also with Dairen, Tsingtao, Shanghai and other ports of China.

GENZAN was opened to foreign trade in 1880, but it had no port facilities until some years after the amalgamation of Chosen with Japan. Since then, however, it developed into the most important port on the east coast of the Peninsula with a population of roughly 65,000. Principal articles of export include rice, soya-beans, cattle, lumber, charcoal, salted and dried fish, fish oil, etc.

The town consists of the old section and the new, the former being the old native town, and the latter occupied mostly by Japanese and foreigners. The city is not only the terminus of the Keijo-Genzan Railway but also the starting point of the Kankyo Line. With another line in the course of construction to Heijo, Genzan is rising in importance as a center of communication and its future development in trade is most encouraging.

SEISHIN, with its inhabitants of approximately 100,000 and a trade port on the one side and a fishery port on the other, is situated on the neck of a headland on the northeastern coast of the Peninsula.

Its magnificent harbor works were completed a few years ago, making it an ice-free first class port but the capacity of the harbor has become insufficient due to the opening of a railway between Seishin and Kirin in Manchoukuo. The future prospects of the port are certainly very promising.

Seishin is the only important industrial town in the northern part of the Peninsula. The development of commerce and industry, of late, has been remarkable. Large firms such as Mitsubishi Kogyo, Nippon Seitetsu and Nippon Boseki Kaisha have brought about the rise in heavy and light industries. The principal imports included machinery, wheat flour, rice and paddy, ginned cotton and whipped cotton, cotton tissues, etc., and exports, bean

仁川は朝鮮京畿道の西岸にある港市で、京城府の外港であると共に黄海斜面に於ける重要港をなし、全鮮中、釜山・元山に次ぐ古い開港場である。仁川の名は日清・日露の兩役が共に仁川港外の海戦にその火蓋を切つたと云ふ歴史的事實に因つて吾人の脳裡に銘記されてゐる所である。此の地は今から六十年前迄は濟物埔と呼ぶ一寒村で、明治十六年一月貿易港として開港されてから漸く内外人の移住する者が多くなつた。更に明治三十二年に京仁線が朝鮮最初の鐵道として敷設されるや、京城の外港としての地位も愈々重きを加へ、漸次今日の殷盛を見るに至つた。

仁川府は富川郡の西端半島部の大部分を占め江華灣に突出し、三面に海を繞らし、海上には月尾島・小月尾島を浮べて自然の良港をなしてゐる。市街は南北の二區に分れ、その東北一帯は朝鮮人街をなし、西南面から海岸に至る間は内地人街をなして、海岸地帯には貿易商多く、本町通・宮町附近は繁華街をなしてゐる。

社寺・名勝 仁川神社(濟物埔)市の中央、東公園の最高所に鎮座。東本願寺仁川別院、月尾島コンクリートの築堤を以て陸地と接続し眺望の絶佳を以て知らる。島の北端に潮湯・遊園・別荘・旅館がある。松島遊園、府の東南海岸にある勝地、西公園、東公園。

元山(要塞地帯)は朝鮮咸鏡南道にある港市で古來咸鏡道の南部と江原道の北部との要路を扼し、首都京城に通ずる咽喉の位置を占め、また平壤に至る樞要の地で、古くから商業地を以て知られ、東海岸地方に於ける大市場として榮えた所である。

元山が開港されたのは明治十三年で、朝鮮の貿易港としては釜山に次ぐ古い歴史を持つて居り、北鮮では最先進港としての永い傳統を誇つてゐるが、またそれだけに町は他の北鮮諸港市に比べると目立つて落ち着きがあり、既に一應出來上つた町であると云ふ感じがある。

cake, beans, fish oils, gold ores, wood and timber, fish scraps etc.

RASHIN, a fast rising city in Kankyo-Hokudo, is one of the three principal ports in North Korea. Its history dates back to the days when the founding of the Empire of Manchoukuo began on an active scale, and consequently, it is a relatively young city.

This is a port opened when the Keito (Seoul-Tumen) and Tokei (Tumen-Chiamussu) lines were inaugurated and its position in the Japan Sea is tantamount to that of Dairen in the Yellow Sea. In the spring of 1933, the Manchuria Railway Company erected a headquarters here to carry out a gigantic harbor-construction plan, starting at the same time, the building of a railway line between Yuki and Rashin. These circumstances combined caused a rapid increase in population and the vast wasteland close to the coast was converted into a first stage of an up and coming city in an extremely short space of time.

In the following year, a town system was introduced and in accordance with the stipulations of an Act governing the planning of a municipality, the work of drafting the first municipal plan in Korea got under way, thus making the first step toward creating one of the great metropolises in Korea. Until 1936, the city saw a marked development and when a municipal system was enforced in the same year, Rashin was proclaimed a fortified zone.

YUKI, located near the northern extremity of the Peninsula, is a prosperous port having a population of about 30,000. Since it was opened as a trade port in 1921, a noticeable development was seen in this town.

Improvements have lately been made in the port facilities with the result that several vessels can now be accommodated simultaneously alongside the dock of deep and spacious port. Principal articles of imports were iron, fertilizers, soya-beans, cotton textiles, etc. while chief exports consisted of timber and wood, millet, beans and peas. Shinwa Boeki Kabushiki Kaisha (The Shinwa Trading Co., Ltd.), formed in 1933 and located in the central part of Yuki, handles most of the trade of this town.

Kongo-san, or Diamond Mountains having a circumference of 80 kilometers, is an extraordinary cluster of innumerable peaks in the central part of east Chosen.

Between June and October, the Railway Bureau of the Government-General provides every possible convenience and comfort for the visitors to climb this mountain considered sacred as the Buddhist center.

市街の南部は元山里と稱する舊市街で内鮮人混合区域をなし、北部は内地人の居住地で本府の中心をなしてゐる。府廳の北に支那人町があり、更にその北に風光明媚の海水浴場があつて別荘が多い。

社寺・名勝 元山神社、東本願寺別院、松濤園、海水浴場。

旅館 愛姫館、三吉野、水月、三河屋、喜久屋。

清津は朝鮮咸鏡北道にある港市。朝鮮屈指の貿易港でありまた京圖線に連絡する北鮮線の終端港として港灣施設も殆んど完成し、内鮮滿連絡の核心に當り、交通・經濟・文化等の樞要地である。

清津府はもと清津洞と稱して戸數僅かに百餘の小漁村であつたが、偶々日露戦役に際し軍需品陸揚場に使用せられてから、内地人の來往するもの多くなり、當府發展の端緒となつた。

明治四十一年四月開港せられ、奥地會寧及び間島方面の物資を吞吐すべき貿易港となり、次で清會鐵道・京圖鐵道北廻線並に南廻線の全通により日滿連絡交通の關門となり、貿易また殷盛を極め、遂に今日の如く、躍進北鮮が此處一點に集的表現せられてゐるかの如くに見える底知れぬ發展力を有してゐる。

市街はもと高陟半島の東部に發達してゐたが府が海陸交通の要衝として近時港灣並に漁業施設の完備すると共に、各種の工業また勃興して人口の急激なる増加をなした結果、市勢は漸次天馬山外側の廣漠たる輪城平野へ進展してゐる。

ホテル・旅館 國際ホテル、櫻屋、鷄林館、昌平館、浪花館、山陽館、清進館。

羅津(要塞地帯)は朝鮮咸鏡北道の新興都市で、北鮮三港の一である。羅津の歴史は活潑な滿洲國建國の響きと共に始つた極めて新しいものである。即ち滿洲國が京圖線・圖桂線を通じて北鮮に新たに開いた港で、黃海に於て大連港が持つ地位を、日本海に於て持つのがこの羅津港である。昭和八年の春、滿鐵が此處に建設事務所を設けて大築港計畫の第一期工事に着手する一方、雄基・羅津間の鐵道工事にも取りかゝつた。茲に於て人口は急激に集中して海濱の荒蕪地は忽ちにして新興市街を形造り、翌九年には早くも邑制を施行、朝

鮮市街地計畫令に依る全鮮最初の都市計畫に着手し、將來は全鮮屈指の大都市たるべき第一歩を踏出したのであつた。而して昭和十一年に府制の施行を見る迄に大躍進をなし、これと同時に要塞地帯となつた

旅館 ヤマトホテル、高砂、草島。

雄基(要塞地帯)は朝鮮半島の最北端咸鏡北道の東南に位する貿易港で、清津、羅津と共に北鮮三港の一である。灣内廣域にして水深く、潮の干満の差少きこの天然の良港は、大正十年六月開港以來種々の港灣設備が完成され、今日では大型船舶の出入も可能となり、港勢は劃期的發展に向ひつゝある。

雄基は陸上に於ては圖們線・京圖線を経て滿洲國の新京に至る最捷路に當り、北鮮滿洲の連絡のみならず日滿交通上重要な位置を占めてゐる。附近より産出の木材、石炭、大豆等の集散地でありこれらの品を輸移出すると同時に、鐵、肥料、綿織物等を輸入してゐる。

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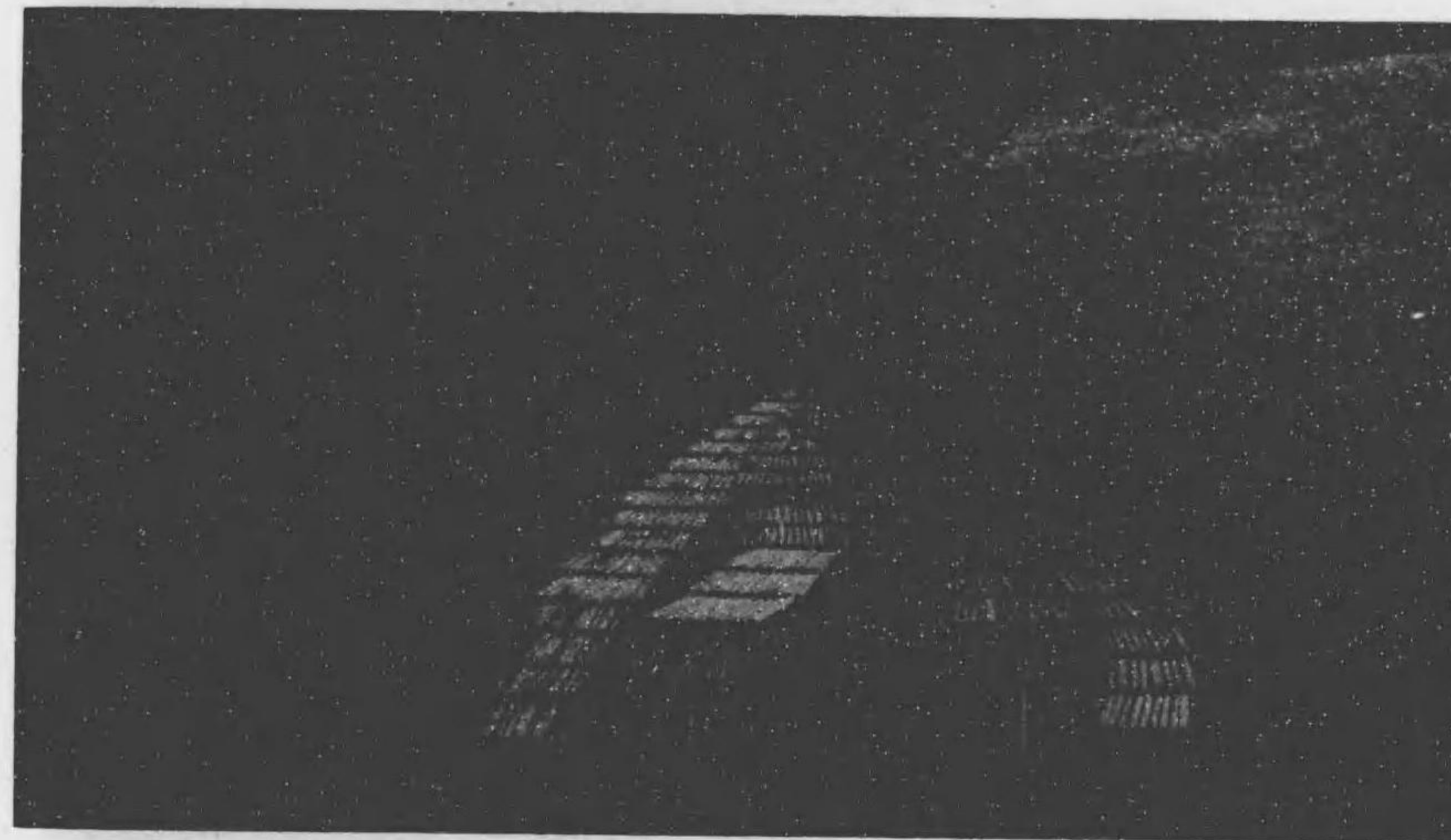
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THE YALU, NATURAL BORDER OF MANCHOUKUO AND CHOSEN

The river bears a vital importance in forestry as timbers are floated down to their destination in rafts as seen above.

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大連常盤橋通り

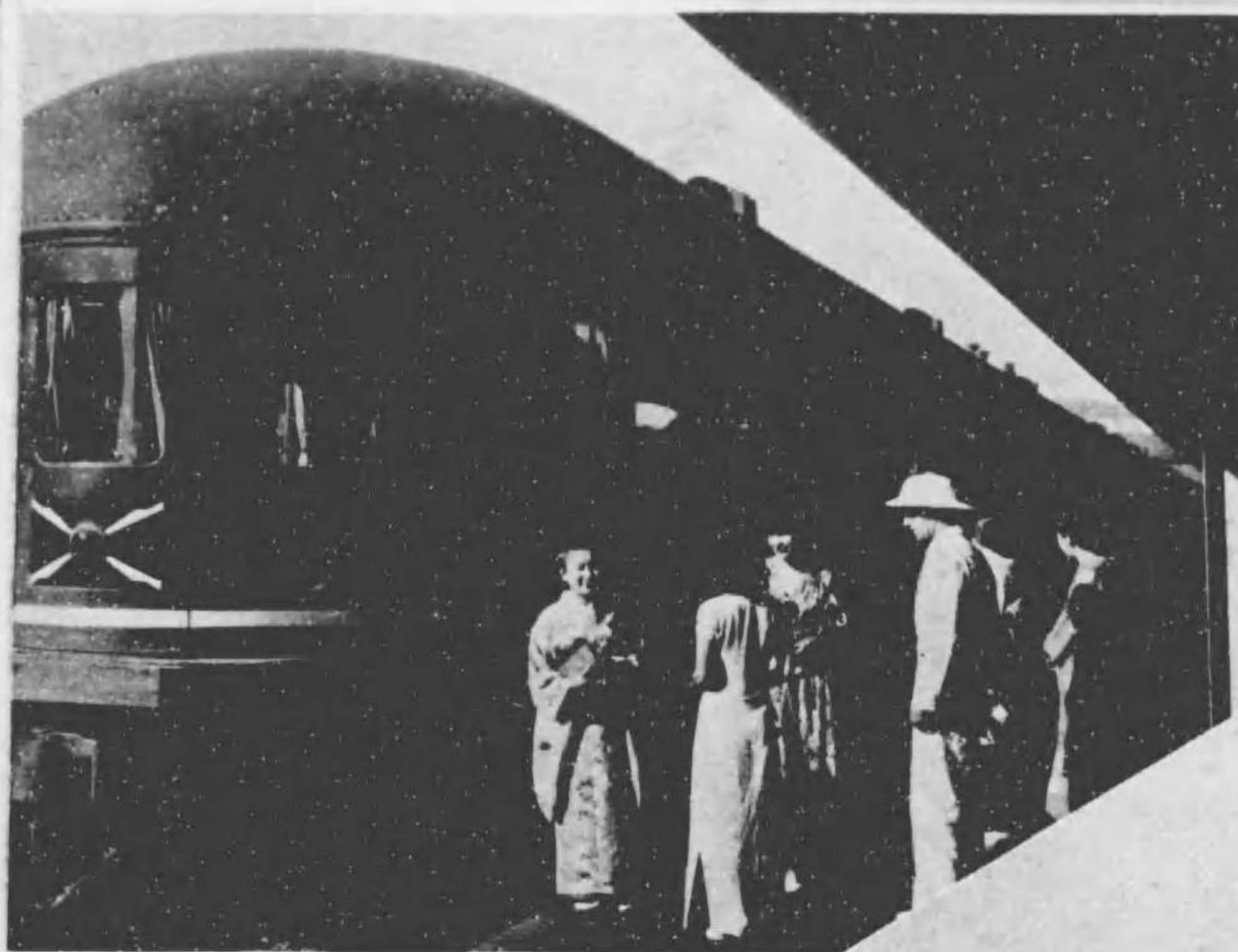
Tokiwabashi-dori, the site of principal business establishments, traffic companies, municipal enterprises, etc. Nearby is a modern viaduct of its namesake where municipal trams converge from five different directions of the city.



新京驛前廣場

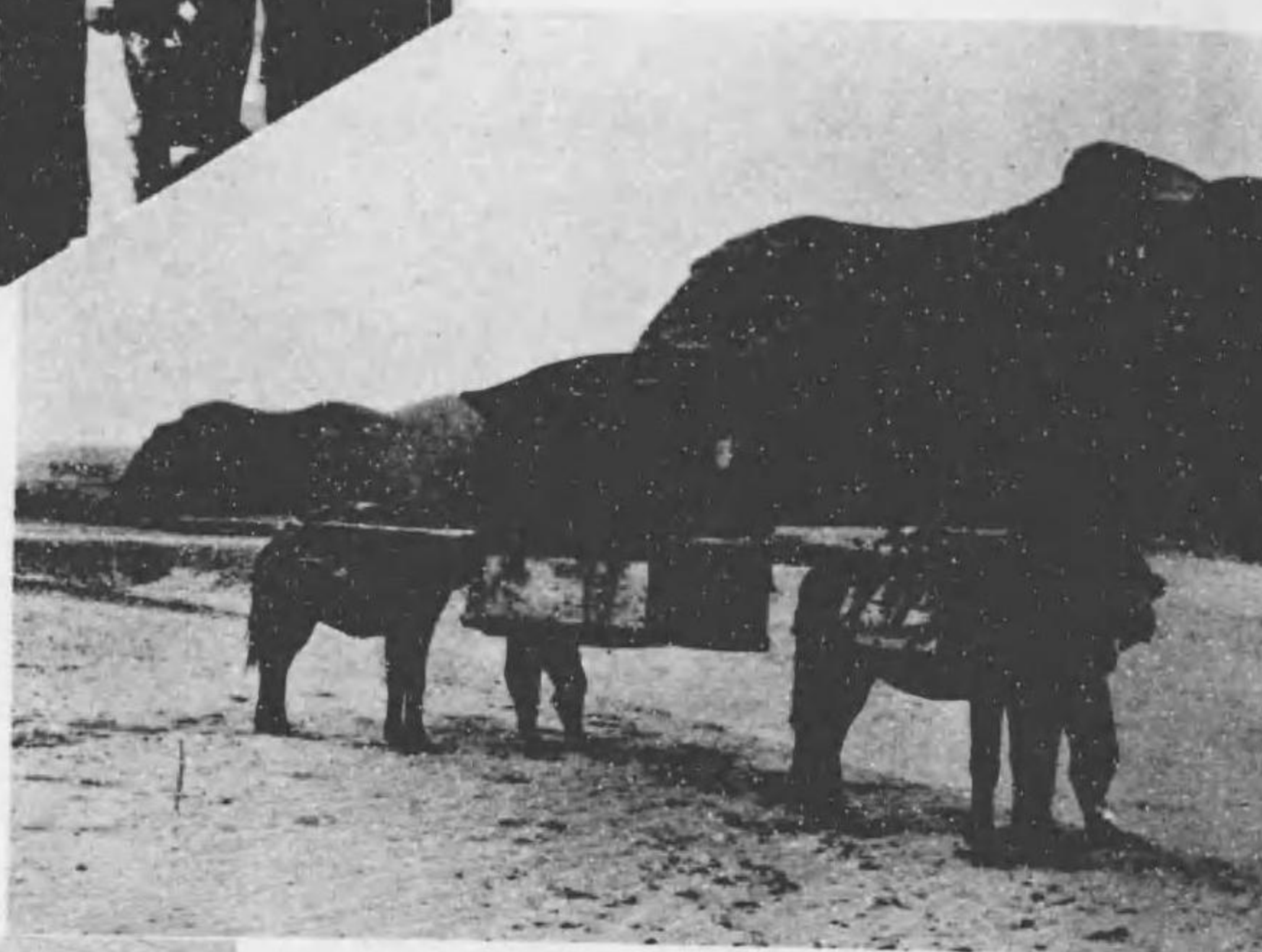
A plaza in front of the Hsinking Station. This is the starting point of Chuo-dori, Nihonbashi-dori and Shikishima-dori, all tree-fringed thoroughfares, where considerable volume of traffic, both pedestrians and motorists, passes each day.

Kwantung
Territory &
Manchoukuo



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熱河の駄轎

Instead of men, horses are employed in carrying palanquin in Jehol.

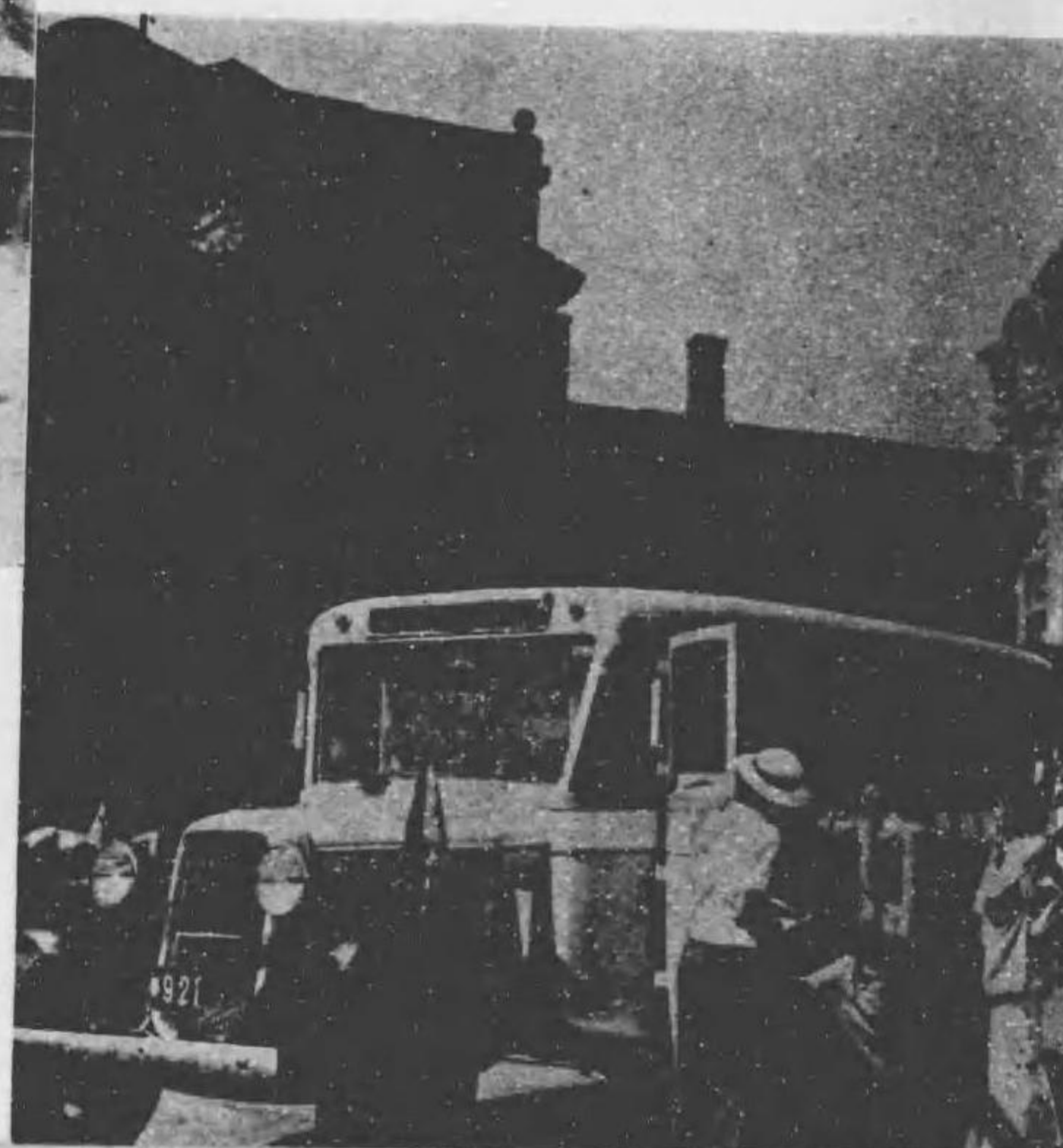


哈爾濱の馬橇

In the remote northern district, sleigh is the sole means of transportation.

遊覧バス

One of the buses available for sight-seeing trips.

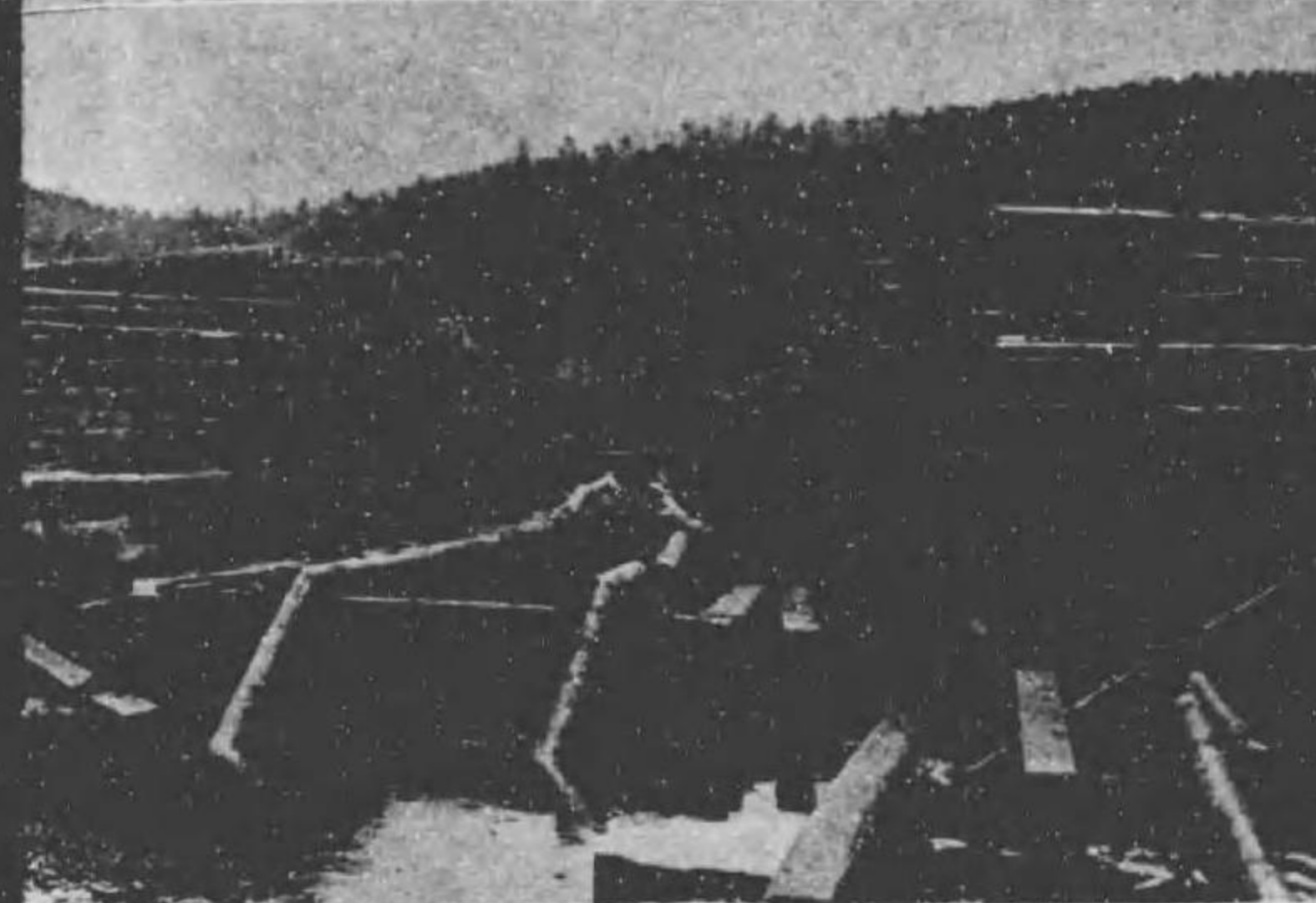


満洲の交通

Transportation in Manchoukuo

満洲の産業

Industries in Manchoukuo



大豆の運搬

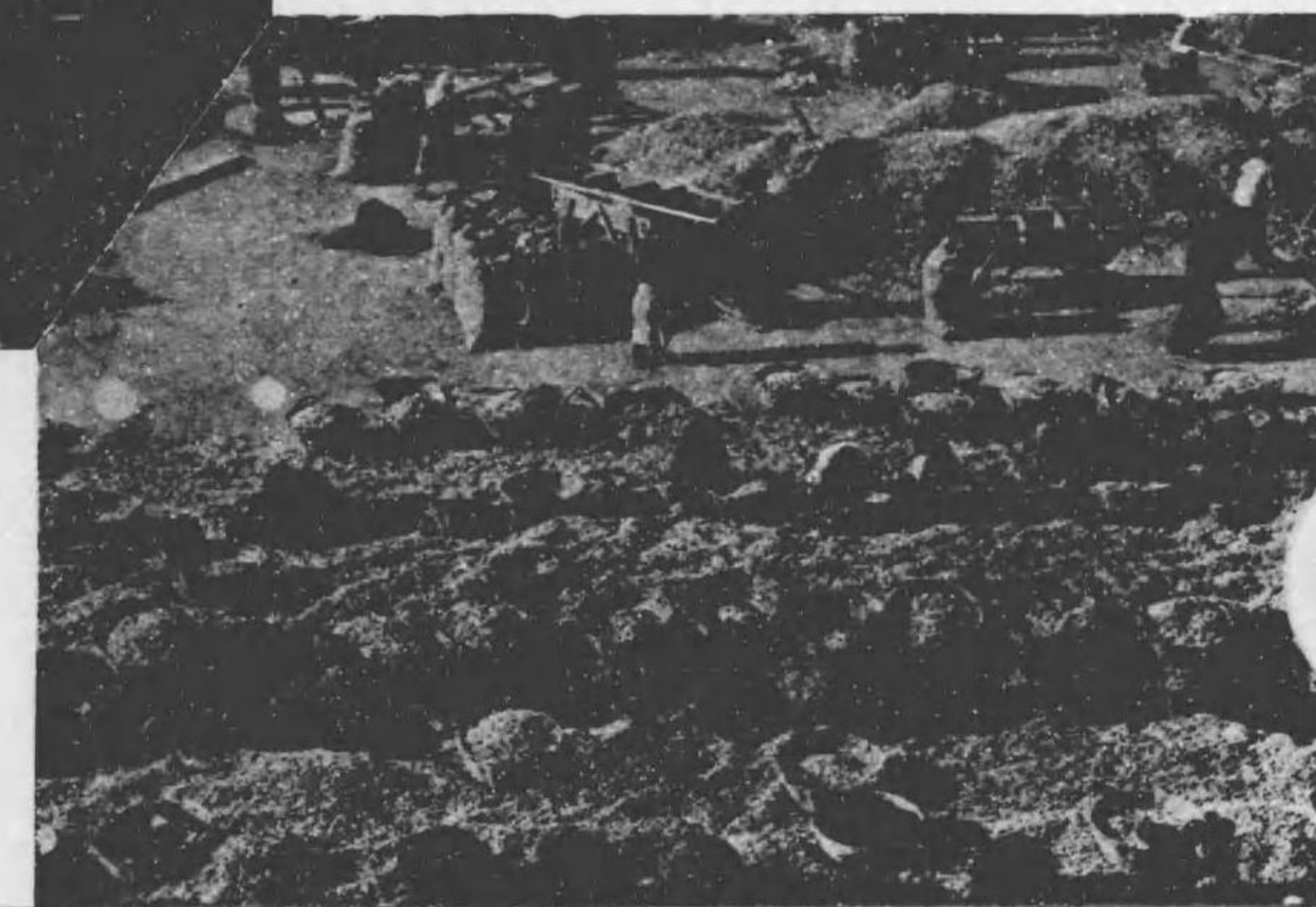
製鉄

木材の輸送

棉花の採取

落花生の脱殻

Various enterprises constitute the industries of Manchoukuo. Pictures show the huge smelter of a steel works, soya-beans production, cotton picking, the thriving lumber industry and Manchoukuoans sorting peanuts.

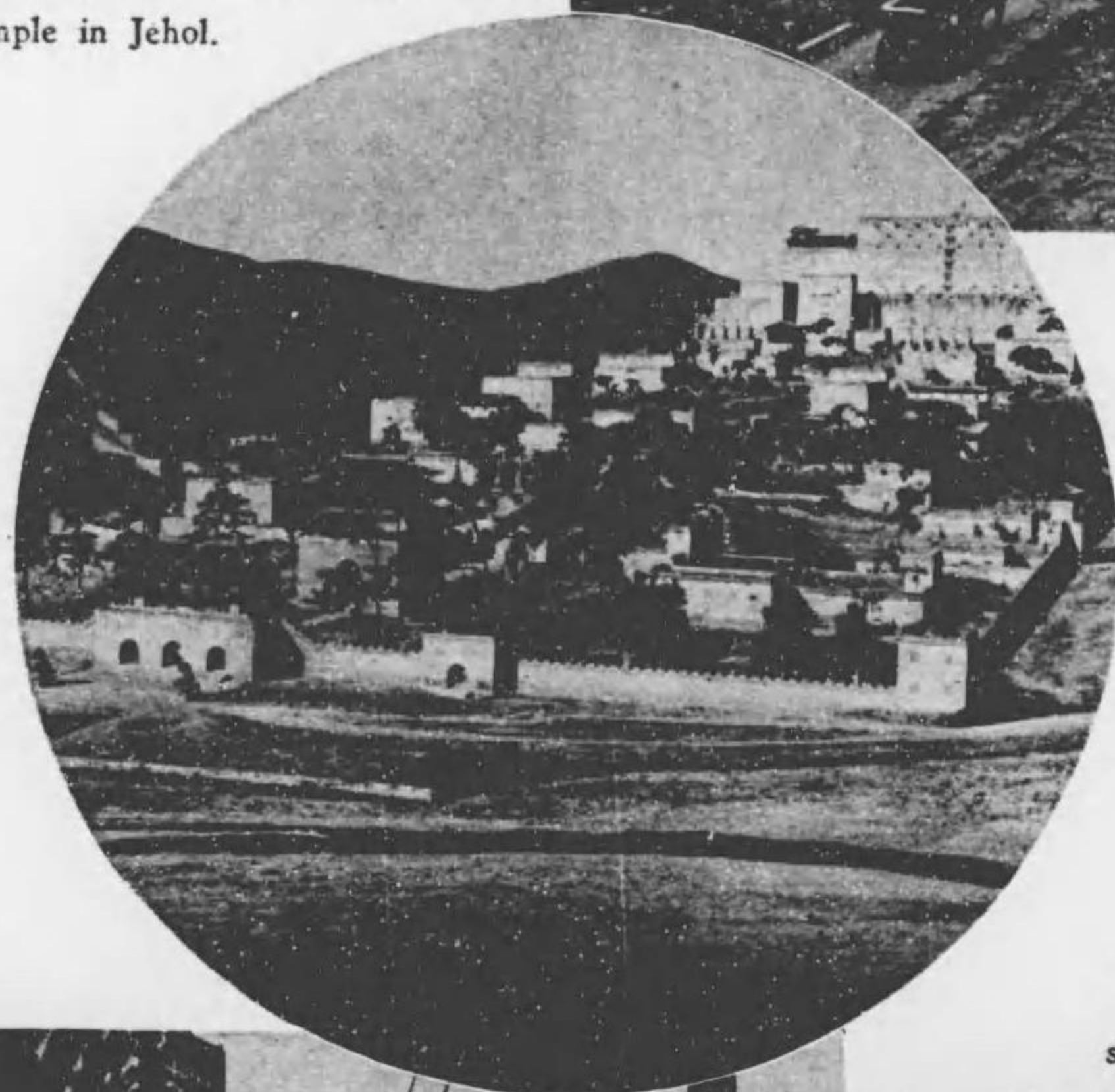


滿洲の都市

Cities in Manchoukuo

承德

An imposing structure of the Lama Temple in Jehol.

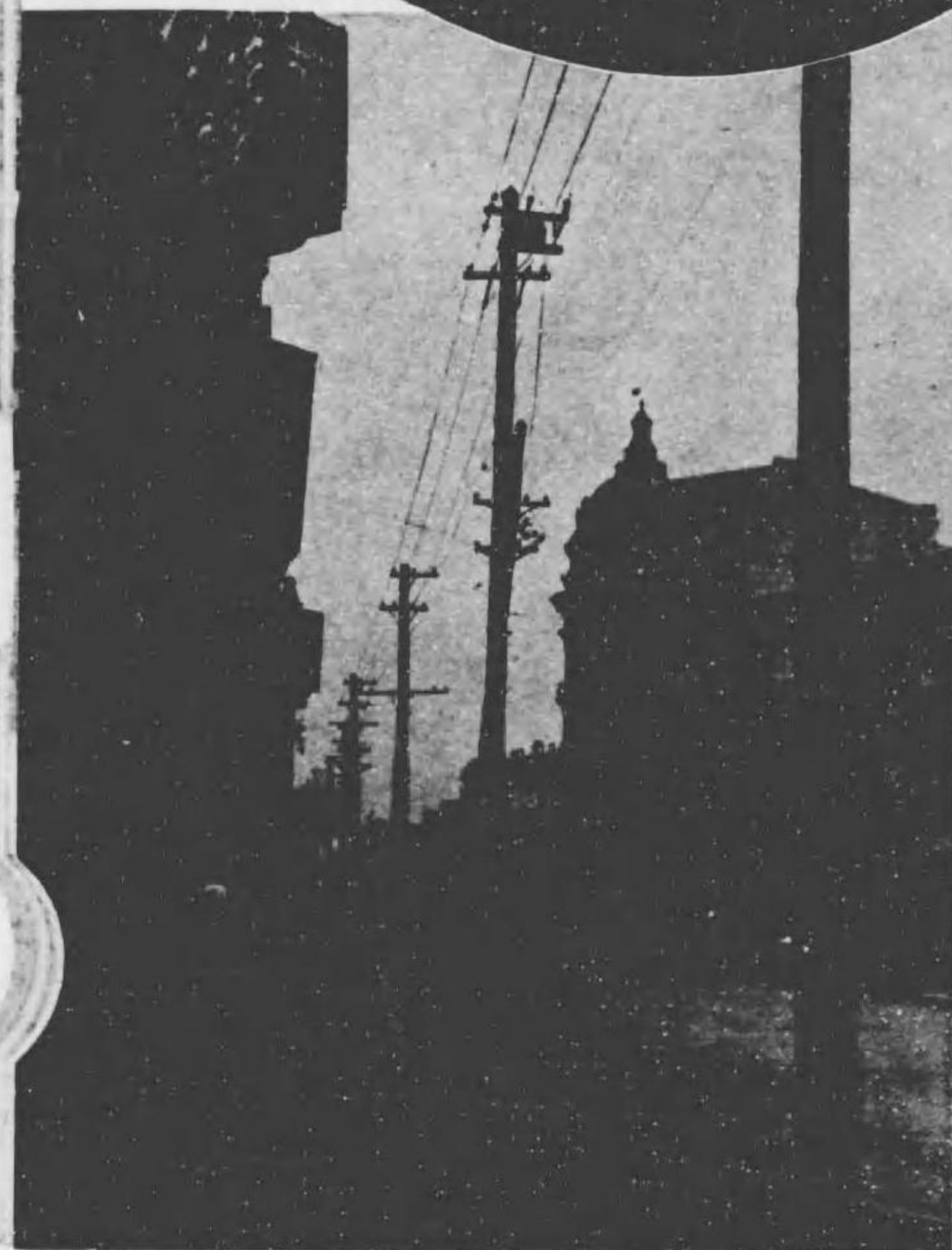


奉天

The City of Mukden, an important junction of the Dairen-Hsinking railway line.

佳木斯

One of the busiest parts of Chiamusu, situated in Kirin Province.



哈爾濱

Kitaiskaya Street, the business center and the heart of Harbin.

KWANTUNG TERRITORY



Situation & Area: The Kwantung Leased Territory, with an area of 3,462 square kilometers, occupies the southern portion of the Liaotung Peninsula located at the southernmost point of Manchoukuo. It is mountainous with very few plains and practically no rivers worthy of mention.

Climate: The climate is always influenced by both sea and land. The general temperature of the Territory is somewhat colder when compared with that of Japan Proper.

Population: According to a census taken on October 1, 1940, the population of the Kwantung Leased Territory was 1,367,334, consisting of 781,592 male and 585,742 female.

Administration: It is at present administered by the Kwantung Bureau under the direct supervision of the Japanese Ambassador to Manchoukuo. The local administration of the Leased Territory is entrusted to the Kwantung Government at Dairen, but that of the Railway Zone, to the Local Administration Department of the S.M.R. Company under direct supervision of the Kwantung Bureau. The Government of Kwantung possesses police rights within the Kwantung Territory and the S.M.R. Zone.

Revenue & Expenditure: Budget for the year 1940-41 was estimated at ¥56,720,000 for revenue and ¥56,520,000 for expenditure.

Education: The Japanese educational system was established in the Kwantung Territory and the Railway Zone after the conclusion of the Russo-Japanese War. The educational system of the Territory may be classified into three divisions—(1) education of Japanese, (2) education of Manchus, and (3) joint education of Japanese and Manchus.

In Ryojun and Dairen public hygiene, schools, social welfare institutions, museums, libraries, fish markets, abattoirs, cemeteries, crematoriums, public lavatories, street-lighting, and parks, etc. are all under the control of the municipalities.

Communications: The telephone, telegraph, wireless telephone and wireless telegraph systems are conducted by the Japan-Manchoukuo joint-capital concern known as the Manchuria Telephone and Telegraph Co., Ltd. under the control of the Communications Bureau of the

位置及面積 關東州は渤海と黄海の内海に臨む遼東半島の尖端に位し北は滿洲國に隣し面積三、四六〇・四四五平方浬、丘陵起伏し平地少く、黄海に面する部分は海岸線に富んでゐる。

氣候 氣候は寒暖の差激しく降雨僅少晴天多く春秋の候に恵まれてゐない。夏季は雨期となり冬季は三寒四溫と降雪の少い爲め此點内地よりは恵まれた氣候である。

人口 昭和十六年度調査に依れば總人口一、四五五、九四〇人、内譯滿洲人一、二三六、六八一人、内地人二一一、四八七人、半島人五、九八一人、その他一、七九一人である。

行政 關東局の管理下にあるが直接的な事務は關東廳で處理される。州を分つて大連、旅順の二市及六十四會に區劃され市は市長、會は民政署長に依り統轄される。關東州に於ける司法機關は駐滿全權大使に直屬してをり、大連に地方法院、旅順に高等法院が置いてある。

歳入歳出 昭和十六年度豫算に依れば歳入歳出は共に八千四百五萬三千三十圓であり、歳入の内譯は經常費四千四百五十萬八千三百三十圓、臨時費三千九百五十四萬四千九百圓、歳出は經常費三千七百九十萬六千十二圓、臨時費四千六百十四萬七千十八圓である。

教育 關東州の教育は滿洲の特殊事情に依り國民學校に於ては初等科四年以上、中學校に於ては三年迄、女學校に於ては二年迄支那語を課してゐる以外は内地の教育に準じてゐる。昭和十六年度の調査に依れば國民學校三〇校兒童二三、〇〇〇人、中等學校二四校生徒一二、〇〇〇人、その他旅順に工科大學があり學生二六四人、豫科生徒三二九人を有してゐる。

交通 關東州は滿洲國の咽喉を扼し海陸の交通は皆大連を起點及終點とし、物資の集散も總べて大連を中心として行はれる爲め鐵道、道路、水運等良く拓け交通は洵に至便と謂へる。その他郵便、

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Kwantung Government. Dai Nippon Aviation Co., Ltd. operates a regular passenger service between Tokyo and Dairen, a regular aerial mail service between Fukuoka and Dairen, and the Manchuria Aviation Company, Ltd., an airline between Harbin and Dairen.

PRINCIPAL PRODUCTION AND INDUSTRY

Agriculture: Farming in the Kwantung Leased Territory is the primary industry, and maize, groundnuts, kaoliang, millet, beans, etc. are the principal crops. The cultivation of groundnuts is one of the new agricultural undertakings encouraged by the Kwantung Government.

Of the vegetable production, the Chinese rape, turnips, sweet potatoes, cucumber, and stoneleek occupy the major portion of the yields. Raw cotton, castor seeds, sesame seeds, tobacco, etc. are also produced in a fairly large quantity.

Fruits: Suitable climate and geographical characteristics play an important role in the cultivation of fruits such as apples, grapes, peaches, pears, cherries, etc.

Fisheries: The fishing industry is considerably developed along the coast of the Territory, especially in the large consuming centers and where transportation is comparatively easy.

Salt: The area of salterns within the Territory was 9,082 cho in 1938 and the production of salt during the same period was 420,000 metric tons.

Manufacturing Industries: The Kwantung Territory, together with the S.M.R. Zone, has contributed greatly toward remarkable strides made in the industry of Manchoukuo as the center of industrial activity as well as of distribution and shipping. Bean oil and bean cake mills constitute an important manufacturing industry in Manchoukuo. There are in all over 360 mills throughout the Territory. The glass products, which are also important, consist of soda glass, crystal glass, hard glass, special glass, plate glass, etc.

The value of principal industrial products in 1938 were as follows:

Products	Value in Yen
Bean-cakes	41,268,000
Bean Oil	26,672,000
Other Oils	29,080,000
Cotton Yarns	19,985,000
Artificial Fertilizers	12,944,000
Pharmaceutical Products	12,047,000
Textiles	5,741,000
Glass	4,012,000
Sawn Timber	3,155,000
Cement	2,255,000

電信、電話等何れも内地に何等遜色する處はない。又空路交通も大連を海陸同様その一大中心地として各地との間に航空路を設け活潑なる動向を示してゐる。

農業 主産業の一つであるが、改良、増殖の餘地が充分にあり、目下農業獎勵上必要なる各種改良施設の増設や、優良種子、肥料の研究等に依り増収を計りつゝある。而して關東州の地味氣候は果樹の栽培に好適せる爲め果實は漸次隆盛に向ひつゝあり、昭和十五年度の果實總收穫高は七百八萬八千六百三十四圓でその内苹果五百八十萬三千五百二十二圓、梨五十六萬四千四百六十圓、桃五十二萬一千八百九十七圓等が主なるものである。

水産 遼東半島の兩翼をなす黄海、渤海は頗る魚族に富み、この漁場に三萬人近い日滿漁業者が活躍を續け、昭和十五年度に於ては漁獲高一七、〇七七、〇〇〇貫、一千九百七十八萬五千圓に達した。今日の隆盛を見るに至るまでには關東廳、關東州廳の斯業に對する絶大なる指導獎勵に依るものが多い。

工業 滿洲事變以後關東州の工業は生産設備の改善及資本の擴張等新興工業の勃興期にあつたが、大東亞戰爭の發生に依り更に拍車がかげられ、急速に工業關東州として充實して來た。昭和十四年度に於ては紡績四千二百二十三萬五千圓、機械器具八千七百五萬一千圓、化學工業二億二千七百六十二萬二千圓等を主として總生産額四億七千七百六十一萬八千圓に達した。

畜産 昭和十五年度に於ける家畜數は牛二〇、九九二頭、豚一〇九、六六五頭、鶏三九四、六六四羽、山羊五、〇六四頭、家鴨四二、七七八羽、鶯鳥二、〇六五羽、七面鳥五六羽であり、畜産改良及増殖は指導機關を設けて目下優良種の造成配種が鋭意研究されてゐる。

商業 滿洲國に産する膨大な農産物及礦物資源と又滿洲國に移輸入せられる多額の農具及工作等の機械類はその殆んどが通商上の門戸である大連を通過してゆく爲め關東州の商業は極めて發達し、活況は他に類を見ぬ程である。特に大連に於ける運輸、倉庫、金融事業等は近代商業都市として申分なき發展を遂げてゐる。

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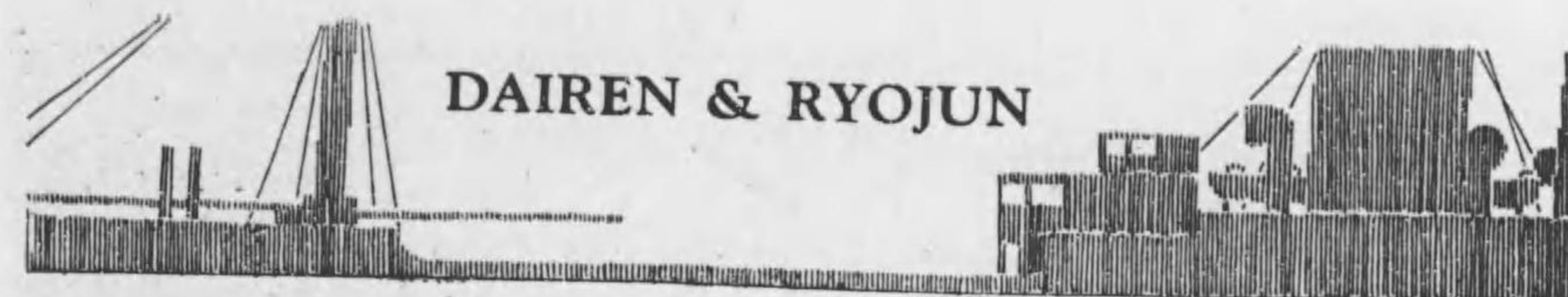
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DAIREN & RYOJUN

Dairen, situated on the southeastern extremity of the Liaotung Peninsula, was but a small and unimportant hamlet unnoticed by the world until 1898 when Russia began undertaking a project to convert it into a trade port. Due to its geographical position, the climate is governed mostly by oceanic influence though, in some degree, it is of a continental nature.

A steady growth took place in the city after Japan leased the territory in 1905 and started expanding it on a modern scale. As a result, it now forms the gateway to Manchoukuo and the most significant open-port city in the Orient equipped with all facilities and means of comfort required for the modern way of living. Since it is modeled after Paris, Dairen is a fascinating cosmopolitan city and is one of the leading metropolis in East Asia. The population, as of August, 1940, was 590,857, of which 175,483 comprised Japanese.

The principal industries are oil refining, glass manufacturing, gunny bag production, ship-building, iron works, cotton spinning, firebrick making, etc. As the city is located at a convenient traffic junction with its well-equipped harbor and excellent railroad, and furthermore, as it embraces Manchoukuo and Mongolia in its hinterland, the industry in the city indicates a further trend for prosperity.

The port, well protected by breakwaters, has every modern equipment including hydrants, water-boats, coaling vessels, floating cranes, numerous electric and steam cranes ashore, warehouses of various kinds, open storage and innumerable tracks for a speedy and commodious handling of cargoes. Though modern mechanical appliances are utilized, the cheap Manchoukuoan labor is so advantageously employed that the charges are much lower than those of any other port in the world.

The foreign trade of the port of Dairen (approximately 90 per cent of Manchoukuo's total trade passes through this harbor) amounted to ¥860,024,000 in imports and ¥508,209,000 in exports during the year 1938, showing an import excess of ¥351,815,000. Exports from the port consisted chiefly of bean-cake valued at ¥588,540,000; soya-beans, ¥148,063,000; coal and briquets, ¥19,553,000; sulphate of ammonia, ¥15,332,000; bean-oil, ¥14,083,000; maize, ¥12,091,000; kaoling, ¥938,000; etc. Imports

大連 (要塞地帯) は東亞に於ける自由港であり、また大陸の玄関、新興満洲國の大玄関で、日本人が大陸に建設した最初の近代的都市である。市街は近代的文化都市の典型とも云ふべく、歐米の一流都市を想はせるに充分で、道路は大廣場を中心として八方に光線型に放射されてゐるが、日々膨張して止まない。市勢は郊外へ郊外へと伸展して、都心は次第に西部へ移行しつつある。住宅地帯・混合地帯・商業地帯・工業地帯の別があり、満洲國人は商工業地帯に於て全然邦人と混合してゐる。

本市は今から四十年前頃迄は極めて淋しい漁村であつた。明治三十一年、西曆一八九八年に露西亞が極東侵略の基地として市街の建設を初めたのが當市の起源で、また日露國交斷絶の素因であつた。日露戦争後、露國の計畫はその儘日本に引きつがれ、拮据經營、海陸の便を開き、各種の文化設備を施して遂に今日の隆盛を見るに至つた。

現在の大连は大陸の關門として比類なき存在であり、政治の新京に對抗して大陸に於ける商業上の首邑と謂へる。海陸空の交通、電信電話及び近世通商には最も重要な金融機關等が總べてこの地に集り、それ等機關の充實は世界の何れの大商都に比較しても遜色がない。而して大連に於ける商業の大發展は大陸の開発に韻頌する事密なるものあるを想ふと商都大連の將來性は實に洋々たるものである。

觀光 大連神社、忠靈塔、大佛、大廣場、工業博物館、滿洲資源館、公學堂、油房、中央公園、小村公園、北公園。

近郊 星ヶ浦 大連の西南に隣接する勝地で、殊に夏期は避暑及海水浴場の客で賑ふ。星ヶ浦ヤマトホテル及別館、星ヶ浦家族會館、ビーチハウス等があり、大連市内から電車及乗合自動車の便がある。

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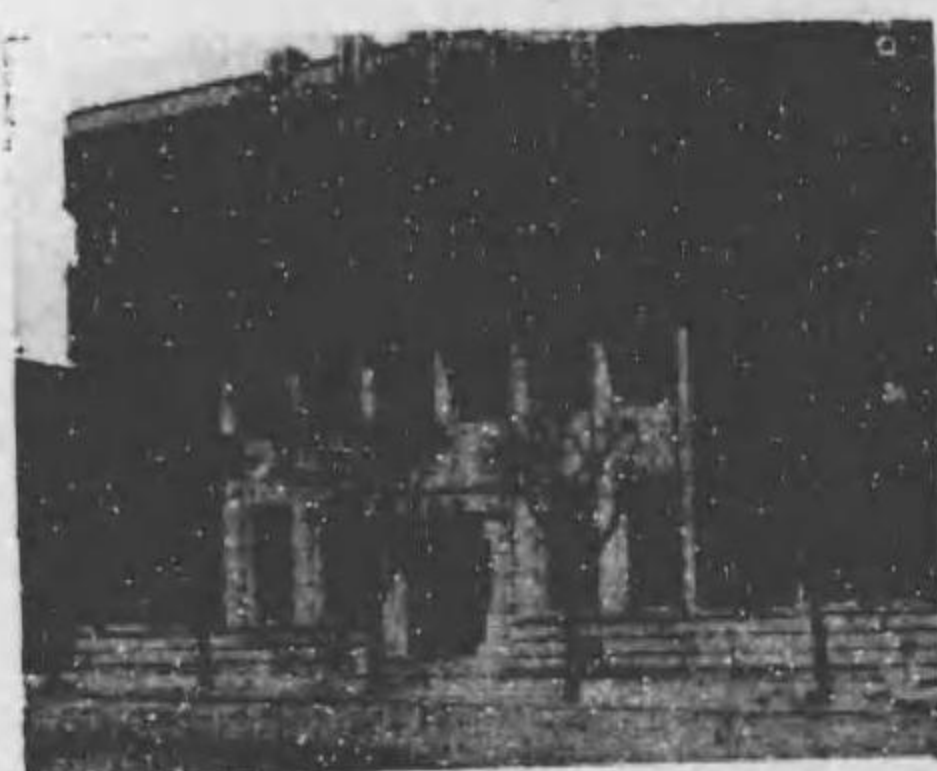
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of ginned cotton were the largest, amounting to ¥33,910,000; followed by cotton tissues, ¥30,842,000; wheat flour, ¥27,477,000; sugar, ¥26,685,000; gunny bags, ¥19,595,000; woollen tissues, ¥13,032,000; grey cotton yarns, ¥1,247,000; rubber shoes, ¥420,000; etc.

The municipal plan of Dairen is the best system of modern city construction. The streets radiate in a cobweb fashion from Ohiroba, or the Central Circle, symbolizing the progressive freshness that is consistent with the colonial policy of present-day Japan. The urban tram lines extend over the entire city and reach the suburban seaside resorts of Hoshigaura and Rokotan in less than half an hour. The triangular area covering Naniwa-cho, Oyama-dori and Ise-machi is the fashionable shopping center of Dairen where visitors may find the exotic atmosphere characteristic of a port-city, luring and tempting. Rensagai, constructed at a tremendous cost of two million yen in an area adjacent to the Dairen station, is also a modern shopping quarter.

Surrounding the Central Square are such important buildings as the Municipal Hall, the Police Headquarters, the Department of Communication, the Oriental Development Company, the Yamato Hotel, the Yokohama Specie Bank and the Bank of Chosen. On the beautiful hill at the back of the Yamato Hotel stands an impressive bronze statue of General Oshima, the first Governor of the Kwantung Leased Territory.

A panoramic view of the city, harbor and surrounding areas is possible from the roof of the Wharf Office. An outline of economic conditions in Manchoukuo and Mongolia may be obtained through a visit to the Manchurian Resources Museum and the Industrial Museum located in the "Russian Quarter" which are open to public inspection.

Central Park is the largest in the city with an area of nearly two million square meters. Besides being a favorite picnic ground in the spring, the Park is provided with tennis courts, public archery ground, baseball diamond, etc. On the hillside of the Park is a Memorial Monument dedicated to the Japanese soldiers who fell during the Russo-Japanese War and thereafter. Another recreation ground, the Komura Park, which is managed by the South Manchurian Railway Company, lies adjacent to the Central Park.

Hoshigaura (Star Beach) is located along the highway leading to Ryojun, some kilometers southwest of the city, and can be reached either by a tram or motor car. The whole region has many attractive features and



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enjoys the reputation of being a matchless summer resort in East Asia.

Ryojun, universally famous for its memorable and historic sieges of 1894 and 1904, particularly the latter during which the Russians attempted feverishly to hold the fortress against surging onslaughts of the Japanese Forces without success, is located at the southeasternmost point of the Kwantung Leased Territory not far from Dairen. It is surrounded by an undulating mountain range and faces a sparkling sea-frontage on the south.

Blessed with natural charm of scenery and bracing air, the city gained a world-wide fame as one of the most popular resorts in East Asia. Ryojun is the cynosure of tourists as well, particularly during the summer season when the comfortable and luxurious hotel accommodations are still enriched by varieties of up-to-date sport facilities such as the bathing beach, riding course, golf link, tennis courts, hunting and fishing grounds, etc. Many ruins which graphically describe the fierce battles waged by the Japanese Forces against the Russians give still deeper impressions to the visitors.

The access of merchantmen to the harbor of Ryojun had been forbidden until 1910, but in this year, the competent authorities adopted an open-door policy for the western portion of the harbor, permitting all nationalities to take part in commercial activities. The eastern section of the port, however, still remains designated as the fortified zone and navigation consequently is closed to the general public.

The city of Ryojun is separated into two parts, the New and Old Towns, the railway line and the Monument Hill roughly forming the border between the two.

The New Town, built on a modern scale by the Russians chiefly for Government and residential buildings, extends to the left in parallel with the coastal line of the western harbor while the Old Town runs to the opposite direction along the curved shore of the eastern port. Among the noted structures in the New Town are the Kwantung District Office, the Yamato Hotel, Technical College, the Girls' High School, Middle School, the Manchuria and Mongolia Museum and the Korakuen Park. The famous Hill 203, the scene of a life and death struggle during the Russo-Japanese War, is only a few kilometers away from the New Town.

In the Old Town, various business establishments, the local Administration Office, the Law Courts, Navy Depot, the Headquarters of the Fortress Commander, the War Museum and the Red Cross Hospital are located.

旅順 (要塞地帯)は大連の西、遼東半島の南端に位する要港で、多數ある滿洲の戦蹟中第一に擧ぐべき地である。遼東半島の腥氣徐ろに去つて茲に三十餘年、東亞共榮圈確立の基礎は實に日露戦役に於ける我が國の大勝にあるのである。その日露の戦役に當つては、我が海軍の決死閉塞隊や、乃木軍の攻圍半歳に互る激戦に一萬五千の精靈を捧げ、四萬の戦傷者を出し、文字通りに「鐵血山」を覆ふて山形改まるの慘狀を呈したのであつた。旅順は實に我等同胞にとつて永久に銘記すべき地である。今旅順を圍繞して起伏する平和な山相や、渤海の波打寄する深碧の海面は、みなこれ等幾萬の我等同胞先輩の精靈の永久に鎮まる聖地で、千載の下、懦夫をして奮起せしむる幾多の教訓が遺されてゐるのである。

市街は旅順驛を中心として東の舊市街と西の新市街とから成り、風光の明媚と氣候の温和なことは全滿中他にその比を見ぬ所である。

戦蹟その他 官幣大社關東神宮、東鶏冠山北堡壘、望臺、盤龍山東堡壘、二龍山堡壘、松樹山堡壘、水師營、爾靈山、樂々園、戦利品記念館、博物館、閉塞隊記念碑、白玉山納骨祠と表忠塔、露軍忠魂碑。

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In the central part of the city, near the railway station, stands the Monument Hill from which a visitor can take a bird's-eye-view of the entire city. It is here that the Charnel Shrine, containing the cremated remains of Japanese officers and men who were killed in action during a battle around the fortress city, is constructed. Twice a year, in the spring and autumn, memorial services, attended by the relatives of the deified heroes, are solemnly observed on a grand scale. Immediately below this shrine stands the Grand Memorial Tower.

The War Museum, in which are placed no fewer than 2,500 mementoes of the War, is located at the right hand side of the Old Town and it can be visited conveniently on the way from the Monument Hill to the North Fort of the East Chiquanshan.

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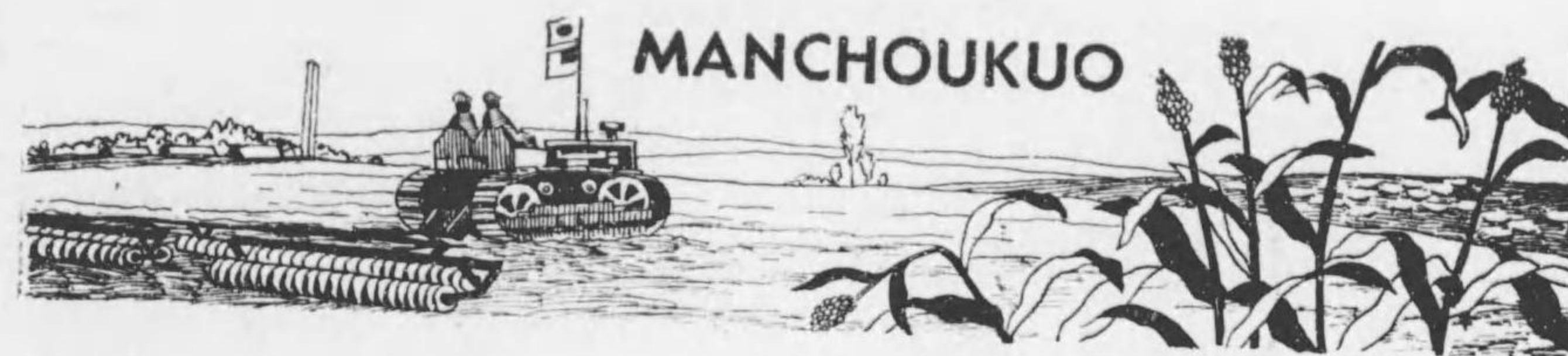
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Situation & Area: Manchoukuo is located northeast of the China Proper and is bounded in the northeast by Siberia, west by Inner Mongolia, southeast by Chosen and south by the Gulf of Pechihii, the Yellow Sea and "The Great Wall of China." It has an area of approximately 1,303,143 square kilometers.

The country is divided into South and North Manchuria at the low plateau lying immediately south of Hsinking, its capital. The plain of South Manchuria is traversed by the meandering Liao River while the transportation means in North China is chiefly through utility of the Sungari and Nonni Rivers.

Climate: It has a continental temperature, showing little or practically no oceanic influence except in the southern regions where the average humidity ranges from 60 to 68 per cent. In spite of the radical rise and fall in mercury, therefore, the climate as a whole is comfortable to withstand. The maximum temperature recorded is 42.6 degrees C. at Chalan-tun (July 23, 1919) and the minimum, 50.1 degrees below at Mientacho (January 16, 1922).

Population: The growth of population in Manchoukuo has been remarkable. The total inhabitants in the country in 1907 was estimated roughly at 20,000,000 but it increased to about 30,000,000 by 1932, and further, to approximately 39,000,000 by 1939. Still more increase was indicated in the following year when the first national census taken on October 1, 1940, disclosed that the country's population was 43,233,954.

The native inhabitants of Manchoukuo are the Manchus and Mongols but majority of the present population, or about 80 per cent, consists of Hans, the descendants of Chinese settlers. The remainder comprise the Manchus, Mongols and Chosenese combined, 10 per cent; Japanese, five per cent and Russians and Europeans, five per cent.

Administration: The Emperor is the source of all the rights and powers exercised through the Cabinet or the State Council presided over by the Premier.

The chief organs of the Cabinet Government are the State Council, the Legislative Council, the Courts of Justice and the Supervisory Council. The Premier heads the State Council and

位置及面積 満洲國は朝鮮半島及沿海州を東に、西は外蒙古に、南は渤海灣及黃海、シベリヤを北に界しその面積は一、三〇六、六〇五平方軒、亞細亞全土の約三%を占めてをり、周圍八、四三八軒の内、海岸線は比較的少く八六六軒に過ぎない。國都新京を略その中心として南北に大別して南滿、北滿と稱してゐる。

氣候 満洲は地域が廣大なものと地形が複雑なる爲海洋、平原、森林等の影響をうけて氣候も亦複雑なる大陸性である。春秋二季は短く、空氣乾燥して降雨量少く、冬季は三寒四溫の現象を呈する。氣溫の高底差甚しく、地方によつて夏季は攝氏四〇度、冬季は攝氏零下五〇度に及ぶ。

人口 人口は次第に増加の狀を呈し、昭和十七年度發表に依れば四三、一一二、九八〇人であり、之を構成する民族は多種多様であつてツングース系滿洲族、ゴルト族、オロチヨン族は東北の山地河邊に、蒙古系ハルハ族、オルト族、ブリヤート族は西部の草原に、漢民族は全人口の八〇%以上を占め南滿より中部の沃野に互り、トルコ系ロシア人は中部より北滿にかけて居住してゐる。

政治 満洲國皇帝御統轄の下に祭祀府、參議府、立法院、國務院、法院より成る統治組織を有する立憲君主制である。國務院は中樞行政機關であり、その中心は國務院會議である。總務廳、興安局、外務局は夫々國務總理大臣の管理下に置かれ、その他治安、民政、司法、興農、經濟、交通の六部には各大臣を置く。地方行政は十九省、一特別市に分れ各省は縣、旗、市、街及村に細別されてゐる。

財政 昭和十二年以降滿洲國財政は開發企業財政を中心に産業五ヶ年計畫完成に向ひ、民間資本の誘致に邁進し、更に支那事變の勃發に依つて産業五ヶ年計畫の大修正を行つたので國家經濟は著しく膨脹し、昭和十六年度歳入は二、四九八、二〇〇、〇〇〇圓、歳出は二、四〇七、三〇〇、〇〇〇

controls the Ministers of six Departments, namely, Public Safety, Welfare, Finance, Industry, Communications and Justice, Foreign Affairs, Civil Affairs and Hsingan Bureaux are instituted within the State Council.

The State of Manchoukuo is divided into one Special Municipality (Hsinking) and 16 Provinces, each having its own Government headed by a Provincial Governor. A Province is further subdivided into Districts and is governed by a District Magistrate.

Revenue & Expenditure: The ordinary accounts budget for 1940 was MY573,555,000 and the special accounts, MY1,927,475,000, or the combined amount appropriated for the same year aggregated more than MY2,500,000,000. Compared with the budget for 1939, the figure indicates an increase of approximately 14 fold.

Religions: Native religions of Manchoukuo are the Buddhism, Taoism, Confucianism, Mohammedanism, Lamaism, etc., all having a history of thousands of years. In the recent years, however, many foreign religions were introduced, the most important being the Japanese, American and European religions.

Education: The Manchoukuo School Act, promulgated in May, 1937, and effected on January 1, 1938, forms the foundation of educational administration of the country today. This is a new system designed to clarify the principles which guided the birth of Manchoukuo and to exalt the national spirit of the Empire. In order to enhance the close relation with Japan, the country is sending a large number of students selected from various parts to study in Japan at different institutions each year.

Communications: Since March, 1933, all State railways were placed under single control of the South Manchuria Railway Company which, in turn, established the General Directorate of Manchoukuo State Railways. The total length of railway lines currently in business is over 10,700 kilometers. The total length of automobile highways extends more than 20,000 kilometers.

Aerial transportation facilities have made rapid developments in the recent years. The three major airlines in Manchoukuo are the Dai Nippon Airways Company, Manchuria Aviation Company and Hui Tung Air Transport Company.

The telegraph and telephone enterprises were absorbed by the Manchuria Telephone and Telegraph Company which is authorized to control and manage telegraph, telephone and wireless services as well as broadcasting.

圓となり国防産業體制國家として確固不動の基礎を備ふるに到つた。

宗教 満洲在來のものとして日本及外國より扶植されたものとがあり、個々の宗教に於ては佛教、道教、回教、喇嘛教、薩滿教等が多くの信徒を有してゐる。近時日本よりの神道、佛教、基督教も次第に發展しつつある模様であるが佛教、道教を奉ずる者が過半数を占めてゐる。

教育 満洲國建國後教育殊に新學制創造に對して拂はれた努力は實に偉大なものであり、民族協和日滿不可分をモットーとして初等、中等、高等教育を夫々一貫してゐる。昭和十五年度に於ける調査に依れば初等學校一九、九〇八校児童一、九七二、二五八八、中等學校二一五校生徒六八、九四六八、高等專門學校一七校生徒四、七〇三人であり、その他に滿洲國の最高學府たる建國大學、官吏養成機關たる大同學院が夫々新京に置かれてある。昭和十五年度に於ける學齡兒童數は大略五、三四三、〇〇〇人その中就學兒童數は二、〇二一、六八六八人であるから就學率は三七・八三%の比率を示してゐる。滿洲には尙日本人教育機關が多數整備されてをり、滿洲醫科大學を始めとして中學校一二、女學校二一、實業學校一が在る。

交通 約半世紀以前迄未開未墾の滿洲が今日世界的水準の産業國として存在するのは全く交通經濟の發展に負ふものであり、その意味で鐵道の發達は滿洲にとつて最も重要な役割を演ずるものである。滿洲建國後政府は滿鐵にその鐵道の悉くを委託し、北滿鐵道の併合に依り全滿一元的经营を實現するに至つた。昭和八年二、九六八・五軒であつた鐵道は、毎年平均六〇〇餘軒の新線建設を完成し、現在では一萬軒を突破する有様である。又鐵道の補助機關として二萬軒に及ぶ自動車道路が完成してゐる。

近年航空機の發達は滿洲を一層近距離に近づけ東京、上海、臺北等とは至極便利なる航空路に依つて容易に連絡されてゐる。又國內航空路の發達も頗る急速なものがある。その他電信、電話、無線電話等も何等日本と變る所のない程普及發達をとげた。

The Manchoutikuo-Hsieh-Ho-Hui: The Manchoutikuo Hsieh-Ho-Hui (The Concordia Association) is a national organ, acting in unison with the Government and uniting various races of Manchoukuo. It is the only organization founded for the building of an ideal State. All Government officials are automatically members of the Association and they are most passionately devoted to the Hsieh-ho spirit, that is, the fundamental guiding spirit of Manchoukuo.

As mentioned in the beginning of this chapter, Manchoukuo is a State composed of various races, and herein lies the reason for special difficulty encountered in conducting the administration according to the ideals of racial harmony. In plain and simple words, it is an association that acts as a liaison for the Government and the people.

Culture of Manchoukuo: Culture, in the modern sense, might be described best by the words refinement and civilization. For after all, the modern meaning attached to the word culture is that of moral, spiritual and educational refinement.

In the case of Manchoukuo's culture, it is necessary to consider the spirit underlying the foundation of Manchoukuo, for this spirit is no less cultural than political.

When the country was known as Manchuria, there was no unity of purpose, no unified efforts regardless of what the branch of human activity happened to be. Unity was impossible for there was no organization and the different peoples who inhabited the land remained different peoples. Crime and corruption had been rampant and graft of political officials, the banditry and the general lack of law and order in old Manchuria had brought about an impossible situation. Communications were not only dangerous, but also terribly insufficient. Extreme differences had developed between the cities and the rural districts. And the peoples who inhabited the cities became different, culturally, from the peoples in the rural sections.

After all these considerations, the Empire founders had to draw up plans for the establishment of Manchoukuo. Every thing was considered and planned before the Empire was shaped. Today, a most thorough-going definition of the word "Manchoukuo" might be the following:—

"Manchoukuo is the creative effort, on the part of Oriental peoples, to realize, on the basis of the laws of historical development and the laws of human life, the ideals of humanity."

Manchuria has been called the tinder box of Asia. Covetous eyes all around were centered

on the resources, the agricultural possibilities and the various international forces were constantly acting on the politics of Manchuria. This fact made it doubly impossible for the country to organize, to unify and to create a culture of its own.

During the eight eventful years that have passed since the birth of Manchoukuo, the Government has done much for the development of culture by establishing or subsidizing various organs and institutions. The Manchuria Book Company, Manchuria Motion Picture Corporation, Manchoukuo Publicity and Information Corporation and other agencies have thus been established under the guidance of the Government.

Forms of Economic Control in Manchoukuo's Industrial Administration: There are two basic forms of economic control in Manchoukuo's industrial administration, namely, (1) System of Special Companies, and (2) Act for the control of basic industries. It may be said that the former is a system characteristic of Manchoukuo.

The special companies in Manchoukuo are unique in that they were created de novo by the deliberate intention of the Government as agencies for the conduct of controlled economy at the outset of a new State and over an extensive field of industrial planning.

By supplying a part or the whole of the capital of such companies, the Government indirectly acquired a partial or exclusive right over the management; while exercising official supervision over them. In this manner, the Government is carrying out its program of developing national resources, in accordance with the principle of establishing "suitable industries in suitable places."

There are two kinds of special companies: the one established by special legislation and the other organized on the basis of international agreements. All the special companies, with the exception of the Manchuria Settlement Company and the Manchuria Telephones and Telegraph Company, belong to the former category.

There are 74 special corporations in Manchoukuo with their combined authorized and paid-up capital of MY4,471,000,000 and MY2,288,000,000 respectively, among which the most noted are: The Central Bank of Manchou; The Industrial Bank of Manchou; The Manchuria Aviation Company; the Manchuria Coal Mining Company; the Manchuria Gold Mining Company; The Manchuria Industrial Development Corporation; The Dowa Automobile Manufacturing Company; The Man-

churia Petroleum Company; The Manchuria Coal Liquefaction Industry Company; The Manchuria Salt Industry; The Manchuria Land Development Company; The Manchuria Electric Corporation; The Manchuria Yalu River Hydro-Electric Power Generation Company; The Manchuria Agricultural Products Institute; The Manchuria Staple Produce Control Corporation; The Manchuria Labour Society; etc.

Some of the quasi-special companies include the Manchuria Fire and Marine Insurance Company; The Japan-Manchoukuo Trading Corporation; The South Manchuria Railway Company; The Ta An Steamship Company; The Jehol Mining Company; The Manchuria Airplane Manufacturing Company. The Ta Tung

Principal Production and Industry

Agriculture: Manchoukuo is primarily an agricultural country. It is blessed with vast resources, and its potential agrarian land available is variously estimated between 19,600,000 and 29,200,000 hectares, of which 14,700,000 hectares are now under cultivation.

The king of Manchurian agricultural products is the world famous soya-bean, while other items such as red-beans, peas, green peas, kaoliang, millet, maize, wheat, barley, rice and other cereals, and special crops as cotton, tobacco, hemp, sesame, castor, perilla, etc., constitute the principal products. Among the manufactured products are bean-cakes, bean oil, perilla oil, etc. Five crops, namely soya beans, kaoliang, millet, maize and wheat, represent about 80% of the total agricultural product.

Building Up Manchoukuo: March 1, 1941, was a felicitous day for Manchoukuo as it marked the tenth anniversary of the founding of the Empire. When the industrial development of Manchoukuo for the past decade is reviewed, one cannot help but marvel at the rapid stride with which progress has been made.

During the first three or four years since its founding in 1932, main efforts were directed toward laying the foundations for the future industrial progress such as the development of the means of communications, as well as the reorganization of industries.

The year 1937, however, marked a turning point in the general situation. By that time, peace and order was restored throughout the country, and the people, accustomed to the new order, were able to follow their callings in peace and tranquillity, while the new in-

Alcohol Company; The Manchuria Electro-Chemical Industry Company; The Manchuria Live-Stock Company; The Manchuria Necessaries Supply Company; etc.

Manchoukuo's Fight Against Opium: In order to eradicate drug evil, the Government coordinated the scattered administrative groups dealing with opium-smoking into one centralized body by creating the General Bureau of Opium Suppression. Subsequently, opium monopoly factories formerly under the management of the Opium Administration Bureau and many other Government offices and departments were taken over by the new central organ. It is estimated that nearly 80,000 drug users may be cured annually.

農業 満洲國程農業國を以て誇り得る國は他に類を見ない。先づ總面積三〇萬平方杆の五〇%が可耕地及牧野で人口三、〇〇〇萬の八九%は農民であり、満洲國輸出貿易額の七〇%は農産物に依つて占められてゐる。産業五ヶ年計畫の農業開發部門に於ける増産計畫は、満洲國の農業を以て、日滿支の食糧問題の解決否進んで大東亞に於ける食糧政策迄を考慮に入れた實に雄大なる將來性を包含したものである。

大豆 満洲大豆として世界的に有名であり、全世界生産額の六〇%を産する程品質収量共に他に比類のない存在である。**高粱** 満洲人の主食物であり、高粱酒、家畜の飼料としてその需要は多い。作付面積は全耕地の二〇%を占め年々四〇〇萬噸を産す。**粟** 満洲生産物中重要なるものであり、食料、支那銘酒の原料に使用され年産約三〇〇萬噸に達する。**玉蜀黍** 粟に次ぐ主食物で主に南滿に産する。醸造用、養鶏飼料、澱粉、アルコール原料とされ、稈は燃料に用ひられる。年産約二〇〇萬噸。**小麥** 北滿の産物中最も主要なるもので、品質の良好を以て聞へてゐるが、現在年産約一〇〇萬噸に過ぎず、目下改良増産計畫が進捗中である。**棉花** 奉天、錦州、熱河の各省に於て主に産せられ、他地方に於ても棉花自給自足政策の遂行に依り、その栽培面積は近來急激に増加中である。**煙草** 在來種は品質佳良と言へぬが、最近米國種の栽培が奨励され、國內需給を確保する爲着々増産計畫が進められてゐる。**麻類** 纖維

dustries entered on the stage of active production. A program, Manchoukuo's Five-Year Industrial Plan, was adopted at this juncture which transformed the whole aspect of the country. Since then Manchoukuo has continued her forward march, carrying out ever greater production in every department of industry.

In May the same year, the Key Industries Control Law was promulgated, clarifying the extent as well as the manner in which control should be placed over mining and technical fields. In this connection, manufacture of arms and aircraft; liquid fuel, iron, aluminium, zinc, lead, gold, silver and copper enterprises; coal mining; cotton yarn spinning and other undertakings aggregating twenty-one were designated as heavy industries subject to this control.

Thus, with the establishment of a foundation for the industrial development of Manchoukuo, the controlled economy of the country, forming a single body with the economy of Japan, progressed as a starting point of the construction of the Greater East Asia Co-Prosperity Sphere.

Five-Year Industrial Plan: For the first five-year plan, Manchoukuo allocated a stupendous sum of ¥2,300,000,000 proposing to realize a remarkable expansion and increase in the production of mining, manufacturing, agricultural, live-stock industries and in transportation. Of these enterprises, primary importance was attached to the mining and manufacturing industries, appropriating over half of the funds in this field.

Due, however, to the outbreak of the China Affair, the original plan, in the second year, had to undergo a major revision, and according to an announcement issued in 1938, the total amount of funds to be expended was increased to ¥6,000,000,000.

In effecting the revision, priority was placed not only for the establishment of basic heavy industry, but a tremendous alteration was made in the manufacturing department as well, enlarging the scale of the original plan for automobile, aircraft, ordnance and chemical industries by three to four times.

At the end of 1939, preliminary work was completed in the Sungari, Yalu and other rivers for the generation of hydro-electricity, and during 1941, two huge dams at Suiho and Kirin were completed, ready to commence power generation within that year. Successful results were achieved also in the production of aluminium, industrialization of magnesium, molybdenum and tungsten industries. The pro-

用大麻は北滿地方に多く産し、種實用大麻は南滿平原地方に多く栽培せられてゐる。青麻は南滿の平原地方に好く適し遼河流域を主産地として、作付二〇、〇〇〇陌に及んでゐる。索繩として船舶竝に漁業用及び包装用に使用される。**甜菜** 糖料資源自給自足の爲その栽培は大いに奨励され目下普及の途にあり、作付面積二〇、〇〇〇陌に達してゐる。**養蠶** 南滿一帶遼河以東の地方に柞蠶の飼育が行はれ、特に安東附近は本場の支那山東を凌ぎ世界第一の生産地である。その大部分は糸として日本に輸出され年額約二、〇〇〇萬圓に達する。**畜産** 満洲の豚、蒙古の羊、馬は餘りにも有名であつて、廣大なる地域と豊富なる飼料とを根據として行はれる満洲の畜産は、今後科學的な管理を行へばその將來性は實に驚くべきものがある。家畜の種類は實に多種に亘り牛、馬、細羊、山羊、豚、騾、驢、駱駝等であり、滿人は豚を食用にその他を役畜とする。蒙古人は主に細羊を食用及被服資料に、馬を乗用、牛を皮革用に飼つてゐる。昭和十二年度に於ける調査に依ると次の如くである。

牛一、四二一、二六三頭、馬五六九、九一三頭、騾六一一、九五九頭、山羊二、四三二、一三二頭、豚五、九一一、一六七頭、駱駝一一、〇二四頭

林業 満洲の森林は鬱蒼たる自然林が多いが、清朝以後野火、濫伐、山火等に害され現在では千古蓄積の美林は部分的に残存してゐる程度である。松花江及びその支流、拉林河、圖們江、牡丹江、鴨綠江、大小興安嶺、奉天省北部地方が主産地で、調査に依ればその面積は七三、七九六、〇〇〇陌、立木蓄積量は三、四六一、四六〇、〇〇〇立方丈である。

水産 水産業は大別して北滿一帶の河川湖沼に依る淡水漁業と、關東州を中心とする鹹水漁業に分ける。各年産額は前者約一〇〇萬圓、後者は約三五〇萬圓であり、未だ年々五、五〇〇萬圓程度を海外より輸入してゐる有様である。

鑛業 産業五ヶ年計畫中最も重要なる部門である。満洲の地下資源は日本のそれ程多種多類ではないが、内地で埋藏量の少いものが此處では殆んど無盡藏に近い。年々歳々鐵、石炭、耐火粘土、菱苦土、滑石、油母頁岩、石棉、石灰石、白雲石、

gress made in various fields, as announced by the Government, follows:

Mining: Since priority was placed on coal, iron, non-metallic articles and electricity, 80 per cent of the goal set for iron and steel production was achieved, an increase of about 30 per cent over the actual iron and steel production during 1938; coal, 95 per cent, or an increase of 33 per cent while 100 per cent of the goal was accomplished for aluminium in Fushun. Preparations for other metals are nearing completion, and a stage was reached for lead and zinc wherein an autarchy is believed possible in the distant future.

Electricity: Approximately 97 per cent of the object was attained for hydro-electric generation.

Agriculture: Notwithstanding a series of disasters, 90 to 100 per cent progress was seen in the cultivation of cotton, tobacco, flax, hemp, rice, kaoling, millet, etc. while 70 to 80 per cent of the fixed goal was attained for soya-beans and other oil yielding plants, wheat, barley and oat.

Live-Stock: A hundred per cent accomplishment was observed in the fixed goal for cattle, horse, sheep and pig farming.

Land Development: Fundamental plan for development, preparation for the institution of necessary organs and the basic policy for the granting of subsidy and extension of guidance were concretely outlined. As of March, 1940, the Japanese migrants and others who travelled to the continent for development purposes built some 20,000 houses while the number of Youths' Volunteer Corps for the development of the vast land reached some 31,000.

Transportation and Communication: Ninety per cent of the proposed plan was completed.

Machinery: Expansion in the production was witnessed at the Manchuria Airplane Manufacturing Company, Manchuria Automobile Company and Dowa Automobile Company. An affiliated concern of the Manchuria Industrial Development Corporation, on the other hand, was founded with an object of realizing self-sufficiency in heavy machinery.

Thus, with the successful completion of the first five-year plan this April despite many unexpected difficulties, preparations are now being made for drafting second similar plan under a new conception favorable toward the successful consummation of the War of Greater East Asia.

金、満鉄、重石及水鉛等の如く近代工業に必要な鉄、銅、鉛等の重要資源が多量に埋蔵されてゐる事實を研究調査に依り實證せられてゆく現況は實に心強き存在である。政府に於ても高度國防國家體制建設の必要上、鐵産資源の關係事業を統制する爲數多の特殊會社を設立し之にあたらしめてゐる。

工業 滿洲國建國は滿洲の工業發展に寄與する事實に偉大なるものがある。又産業五ヶ年計畫の進捗と大東亞共榮圈の確立は益々滿洲工業の發展を必要とせざるものとなした。大豆工業 農産物の大宗である大豆を原料とする油房工業は、利用範圍の廣大、品質優秀、原料豊富の三拍子揃ひで豆粕生産は毎年七、〇〇〇萬枚に昇り海外に大量輸出されたものである。食品工業 製粉工業は國內食糧の需給上昔時より發達してをり、その他には精穀、味噌醬油、製油、支那酒醸造等がある。纖維工業 代表的なものは柞蠶糸工業で世界第一の稱がある。事變前最盛季に於ては生産量八〇億粒、輸出額二、〇〇〇萬圓近くに達したものである。他には製麻工業であり特産物の包装用麻袋の製造は實に夥しいものがあり、一ヶ年の需要量七、〇〇〇萬袋に應じる。窯業 洋灰（年産約一四五萬噸）、煉瓦、硝子（年産約四〇〇萬圓）、ドロマイト、陶磁器等が主なるものである。

化學工業 建國を契機として新興化學工業は著しく勃興し大資本に依る多數會社の設立と鴨綠江沿に第二松花江水電の完成は益々これに拍車をかけ産業五ヶ年計畫に依る進捗は滿洲化學工業の將來に充分期待して可なるものがある。主要なるものをあげてみると、曹達、製鹽、電氣化學、燐寸、大豆化學、護謨、油脂、皮革、染料等である。

其の他最近特殊な發達をなしたものに、液體燃料工業、機械器具工業、金屬工業、輕金屬工業等があり現在の戦時下に於て最も必要とせざるものがある。

Foreign Trade Summarized

Manchoukuo's foreign trade is basically characterized by the acquisition of imports of materials for the development of the country and of consumers' goods through the exportation of agricultural products and minerals. The important question is to export large amounts of Manchurian staple products, soya-beans, and other products of primary industries, inasmuch as Manchoukuo's capacity to import the much needed materials for the development of the country solely depends upon the volume of agricultural products exported.

Since the outbreak of the European War Manchoukuo's trade with Europe has undergone a wholesale change. Transactions with third countries other than Japan and China have decreased on the whole, while trade with the latter two countries has registered a marked increase.

The following table shows Manchoukuo's foreign trade by countries for the first 9 months of 1940, with comparative figures for the same period of 1939:

Manchoukuo Exports and Imports of Merchandise, By Countries, for the Period of Jan.-Sept. 1939 & 1940

EXPORTS		COUNTRIES (In thousands of M¥)	IMPORTS	
1939	1940		1939	1940
386,173	378,446	Japan	1,241,484	1,075,080
44,693	61,767	Korea	62,409	73,136
127,804	139,283	China	60,223	50,824
23	27	British India	13,268	17,974
264	41	Straits Settlement	3,347	2,611
—	125	French Indo-China	2,474	394
2,569	1,323	Great Britain	1,311	4,019
467	11	Belgium	430	754
4,008	115	Netherlands	16	286
1,130	503	Denmark	4	468
1,117	461	Sweden	2,367	4,642
993	1,004	Norway	1	257
665	375	France	5	1,222
12,531	5,194	Italy	3,682	1,599
11,263	16,107	United States	55,530	58,746
508	201	Canada	562	1,662
136	112	Australia	2,004	1,966
52,764	1,142	Other Countries	10,347	54,489
646,663	544,629	Total	1,397,716	1,278,268

Principal Articles of Manchoukuo Foreign Trade

(Value in thousands of M¥)

EXPORTS	Jan.-Sept.		IMPORTS	Jan.-Sept.	
	1939	1940		1939	1940
Red Beans	12,280	11,964	Cotton Piece Goods	7,848	9,383
Yellow Beans	181,458	67,104	Ginned Cotton	7,090	9,439
Kaoliang	19,756	6,235	Cotton Yarn	2,110	7,071
Maize	26,221	1,491	Gunny Bags	24,715	10,480
Millet	27,392	15,742	Metals & Ores	185,932	175,673
Bean Cakes	85,800	58,163	Machinery & Tools	282,264	300,379
Bean Oil	15,317	8,915	Sugar	37,393	19,551
Groundnuts	6,041	8,920	Tobacco	8,035	4,441
Mixed Fodder	6,674	6,553	Cement	9,875	6,946
Magnesite	4,836	13,507	Footgear	8,103	9,177
Metals	37,015	43,792			



The Central Bank of Manchou

HEAD OFFICE: HSINKING

Capital Authorized: M Yen 30,000,000.00

Capital Paid-up: M Yen 15,000,000.00

Governor:

K'AN CHAO HSI

Vice-Governor:

KIKUTARO OSAWA

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HSINKING



Hsinking, literally meaning the New Capital, was elected for the capital of Manchoukuo in 1932 when the Empire was founded. Until then, it was known as Changchun. The city is located at about 701 kilometers north of Dairen, at the northern terminus of the trunk line of the South Manchuria Railway. The total area is approximately 487 square kilometers comprising the former S.M.R. Zone (55.9 sq. kms.); the old city (11.8 sq. kms.); the new city (83.33 sq. kms.) and the agricultural districts surrounding Kuanchengtzu (337 sq. kms.). Its population, according to a census taken in 1940, was 554,000.

Like all other cities in Manchoukuo, the severity of winter climate is fortunately mitigated by the repetition of four warm days after three days of cold spell while the heat during summer months is moderated by comparatively cool mornings and evenings. In July, the hottest part of the year, the temperature climbs as high as 39 degrees C. at mid-day and during the cold spell in winter, it drops to 28 degrees below.

The city is not only an important junction of international traffic where the South Manchuria Railway, Hsinking-Kirin-Tunhua Railway and the North Manchuria Railway converge, but constitutes also a vital link between Asia and Europe. Since the inauguration of communications between the ports in North Chosen and Manchoukuo, the major role played by the city both in political and commercial fields has been increased considerably. The economic value of Hsinking is manifested by the rich fields found in a comprehensive area along the banks of River Sungari and in the dense forest zone lying in its hinterland.

Due to geographical advantages and to the excellent transportation facilities, Hsinking occupies the most prominent position in Central

新京は、我が友邦満洲國の首都で、政治、教育の中心地であり、また満洲新文化の發祥地である。満洲國宮内府、國務院及び日本側の諸機關を始め日滿の官公衙、商工の中央機關が殆んど全部此處に置かれ、尙建國大學、大同學院等、民族協和の大理想を追ふ最高教育機關も續々設立されつゝある。

この地はもと、蒙古人の遊牧地で、土名を寛城子と稱し、のち漢族の移住者が多くなるに及んで長春縣城が置かれ、明治三十八年開市場になるや、農産物の集散地として次第に發展した。昭和七年三月七日、中外に満洲國獨立建國の宣言が發せられるや、舊名長春を新京と改めその首都と號められ、日滿合作の劃期的建設事業は世界の國都史上に曾てない超スピードで進められた。現在第一期計畫を完了、更に第二期第三期への計畫に邁進しつゝあると云ふ。現在人口約五五萬、うち内地人約十二萬。人口百萬を擁する大都市計畫として新たに建設される五十萬都市區域は二〇〇平方軒を豫定され、その間にある起伏を利用する大公園の連鎖は官廳街に、工場街に、住宅街に、商店街に分布形成され、市民のオアシスとなり、又非常時の避難所ともなるのであると云ふ。

市は満洲國のほぼ中央、松花江の支流伊通河の左岸に立ち、現在の市街はもとの滿鐵附屬地及び舊城内、南埠地の三部から成り、新京驛を起點として中央通・日本橋通・敷島通の三大街路が放射狀に走つてゐる。街衢井然、行政上は特別市であつて独自の行政權を持つてゐる。

神社・名勝・舊蹟 新京神社、忠靈塔（北安路）、南嶺戰蹟、寛城子戰蹟、孝子廟、建國廟、國務院、兒玉公園、日本橋公園、大同公園、南湖。

交通 大連から特急で八時間二五分、釜山から急行列車で三八時間。市内觀光バス一人三圓、所要三時間。馬車及人力車一區（約半軒）に付五錢、一時間につき一圓位の割合。

ホテル・旅館 新京ヤマトホテル（新京驛前）、向陽ホテル、新京ホテル、大和旅館、滿蒙ホテル、太陽ホテル、松屋ホテル、櫻ホテル、富士屋、國都ホテル、ミクニホテル、トキワホテル、大國ホテル、其他。

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Manchoukuo as an accumulating and distributing center of staple products and timber, not to mention the importance of its position as a



Mr. Mingshi Chin, Mayor of Hsinking

distributing point of foreign goods principally consumed in Harbin, Kirin and in the surrounding districts.

The production of flour, oil, matches, timber, textiles and dyestuffs constitutes the pivot of industrial activities in the Manchoukuo capital. As it possesses

all that are necessary for the development of different kinds of industries, the city has a promising future, not only as the distributing and consuming center of various commodities alone, but as one of the foremost industrial metropolises of the world as well.

The Capital Construction Bureau of the Manchoukuoan Government is currently carrying out, on a large and extensive scale, a modern municipal plan in an attempt to convert Hsinking into an up-to-date metropolis befitting the capital of a fast rising Empire. When the plan is brought into being, it is expected that the capital will present a gorgeous modernized city capable of accommodating one million people and the center of political, economic and transportation network of Manchoukuo.

Tatung Avenue, commonly known as the "Marunouchi" of Hsinking, is one of the leading thoroughfares of the city; so named as it forms the capital's business center where most of the Government buildings and large commercial establishments are located. Chuo-dori, Nihonbashi-dori and Shikishima-dori, all with tree-lined promenade, each starts from the plaza opposite the station. The streets and squares are well planned and constructed, giving but little trouble for motorists and pedestrians in traversing the city.

The important means of transportation in Hsinking is the high-powered and stream-lined motor buses as it is prohibited by the com-

petent officials to lay tracks within the city for electric trams. In order to realize a high-speed transportation, it is being contemplated to construct subways in Hsinking.

The Walled Town, built in 1886 to defend the city against pilferage and ravage by the bandits, was encircled originally by a high wall with nine gates, but a greater portion of the stone barricade was destroyed since then, leaving the boundry rather obscure. Peita-kai and Nanta-kai, terribly congested with vehicles and pedestrians, are the main streets where large stores with curious sign-boards stand in a row. In the lower-stream, the remains of Kudi-hsing-lou can be observed. The offices of the Manchoukuo Government as well as the foreign settlement are within the Walled Town.

Nishi Koen, or the West Park, situated at the end of Chuo-dori, is the property of South Manchuria Railway Company and is the largest recreation ground in the capital provided with verdurous woods, flower-beds, green houses, zoo, baseball diamond, stadium, swimming pool, golf link and other facilities for out-door games. It is delightful to see the Japanese, Manchoukuoans and Russians strolling about in the quiet surroundings of the beautiful park. A large monument dedicated to the Japanese soldiers who sacrificed their lives in the Kuan-cheng-tsu Incident in July, 1919, is also located with in the park compound. Hsin-hua-tsun, or the Village of Apricot, is a unique flower



Mr. S. Osako, Asst. Mayor of Hsinking

viewing place crowded with thousands of people during the season.

Kuang-cheng-tsu is located at the terminus of the former Chinese Eastern Railway. It is commonly known among the Manchoukuoans as the Erh-tao-kuo, and as the inhabitants

are mostly Russians, it has a typical Russian atmosphere. It was in this town that a terrific battle was waged between the Japanese Forces and the Chinese during the erstwhile Manchurian Incident, and as such tourists should not fail to visit this historic spot.

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MANCHOUKUO

The Manchuria Industrial Development Corporation

(Manshu Jukogyo Kaihatsu Kabushiki Kaisha)



Vice-Governor: Hyo Kwan Sei Governor: Yoshisuke Aikawa Vice-Governor: Tatsunosuke Takasaki

The Manchuria Industrial Development Corporation is a semi-official organization founded in accordance with the Manchuria Industrial Development Corporation Superintendence Law promulgated on December 20, 1937. The Manchoukuoan Government entrusted the Corporation with a vital task of supervising the so-called control companies engaged in the exploitation of materials for the heavy industries in this up and coming Empire.

The founding of the Empire marked a new era in the field of heavy industries as unlimited deposit of mineral resources was discovered in the country. With the progress in the exploitation of subterranean products, peace, order, prosperity and tranquility were restored to the inhabitants who had hitherto been subjected to undue and perpetual pressure by the Chinese warlords. On the other hand, however, the progress in this enterprise created a situation wherein the Government deemed it necessary to enforce a unitary control over various chartered companies, leaving this weighty mission to the Manchuria Industrial Development Corporation.

Long before the establishment of the new Empire, the country was generally believed to have tremendous reserves, especially in coal mines at Fushun, Penchiu, etc. Subsequent surveys revealed, however, that the coal-bed was even more richer than was at first anticipated, particularly in Fuhsin, Haokan, Chailainor, etc. The Empire is credited also with vast resources of iron-stone comprising lean and rich ores, the latter being mined in the Tungpien district.

Unlike Japan, which is dependent on external supply of bauxite for manufacturing aluminium, Manchoukuo is endowed with enormous reserves of alumina, the material for making aluminium. The country also has reserves of magnesite, reputed to be inexhaustible, in districts near the town of Tashihkiao. To exploit all these mineral resources through affiliated companies, to finance and direct iron and steel, light metal, motor car, and aircraft industries in Manchoukuo is the business of the Corporation, half the capital stock of which is contributed by the Manchoukuoan Government.

Popularly known as Mangyo at present, and styled as Nippon Sangyo K.K. previously, this semi-Government Corporation is capitalized at ¥675 million, and authorized to issue debentures up to twice the amount as Nippon Sangyo K.K. previously, this semi-Government to pay principal and interest in case of need.

The profit and loss statement for the second half of the Corporation's 1940 business year stood as follows:

Profit	
Dividends from affiliated companies	¥19,307,259
Interest received	4,422,308
Receipts under Art. 13 of the Superintendence Law	17,526,344
Sundry profits	130,141
Profit on sales of negotiable instruments	4,467,896
Total	45,853,950

Loss	
Overhead expenses	¥2,237,191
Interest paid	17,508,303
Taxes	1,781,338
Sundry losses	45,761
Total	21,572,595
Net profit	24,281,355

The Head Office is located at 406, Tatung Avenue, Hsinking, and its Tokyo Office at 2, Tamura-cho 1-chome, Shiba-ku, Tokyo.

The capital stock comprises ¥225 million contributed by the Manchoukuoan Government and ¥450 million by private interests.

The Manchuria Industrial Development Corporation is the under management of Governor Yoshisuke Aikawa, Vice-Governors Hyo Kwan Sei and T. Takasaki, Directors Y. Yano, R. Shimada, S. Matsumura, S. Okumura, K. Tanaka, Y. Saito, Sung Tsing Tao, K. Kishimoto, Auditors M. Shikibe, Chin Chuo, K. Yamada.

The Mangyo is directly interested in the following companies in Manchoukuo:

Name	Subscribed Capital in ¥1,000
Showa Steel Works, Ltd.	200,000
Dowa Jidosha Kogyo K.K.	30,000
Manshu Tanko K.K.	300,000
Manshu Keikinzoku Seizo K.K.	80,000
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Honkeiko Baitetsu Koshi	100,000
Kyowa Tetsuzan K.K.	10,000
Manshu Juki K.K.	50,000
Manshu Boring K.K.	2,000

Besides the above-mentioned thirteen companies, representing Mangyo's investment of ¥932,126,000, the Corporation has financial interest in nine companies in Japan including the Hitachi Engineering Works, machinery works, Nissan Jidosha K.K., motor vehicle manufacturers, etc.

MANSYU TANKO KABUSIKI KAISYA

(The Manchuria Coal Mining Co., Ltd.)



S. Matumura,
President

Manchoukuo, characterized by a vast rolling expanse of plains which years ago was the scene of the Russo-Japanese war, has been proved highly productive of coal, which is bound to play an important part in the promotion of industries in both Manchoukuo and Japan. The latest investigations, made possible by peace and order prevailing since the establishment of the Manchoukuoan Government, have brought to light the occurrence of tremendous quantities of coal in Manchoukuo. To establish control over the coal mining industry in Manchoukuo in such a way as to avert random exploitation of this valuable mineral, to stabilize national life by supplying coal at low prices, to be contributive to the promotion of fast growing industries in the Japan-Manchoukuo economic bloc is the mission of the Mansyu Tanko K.K.

Established in May, 1934, with a capital of M¥16,000,000, this semi-Government company has developed by leaps and bounds; it is now capitalized at M¥300,000,000, fully paid-up; about 90% of the known coal reserves in Manchoukuo is in the possession of the Company, in the five years following its establishment the Company's output of coal increased tenfold in 1939, which was expected to be further increased by fifteen times in 1940. To cope with the increasing demands for coal, the Company is doing its utmost to work out plans for production increase.

The Mansyu Tanko Kabusiki Kaisha is engaged in the mining and marketing of coal, in the financing of coal enterprises as well as other associated undertakings subject to the sanction of the Minister of the Economic Department of Manchoukuo.

The Company's Head Office is located at No. 205, Kozindairo, Hsinking, and its branch offices are located in Tokio, Dairen, Mukden, etc.

The following are the Company's subsidiaries:

Name	Capital
MANSYU KAYAKU KOGYO K.K.	M¥ 8,500,000
YUTO BAIKO K.K.	M¥ 600,000
MANSYU GOSEI NENRYO K.K.	M¥50,000,000
FUSIN SEISAKUSYO, LTD.	M¥ 4,000,000
EIZYOSI TANKO K.K.	M¥ 8,000,000
ZYORAN TANKO K.K.	M¥30,000,000
GUNSYUN TANKO K.K.	M¥30,000,000
MANTAN KOBOKU K.K.	M¥ 5,000,000
KEIKEN TANKO K.K.	M¥50,000,000

The Company's officers are as follows: Chairman of the Board of Directors, Y. Aikawa; President, S. Matumura; Managing Directors, B. Simoda, S. Kawakami; A. Sakaguti; Directors, E. Hiraisi, Ti. Tosiuyuki, Yo. Isimatu, Hi. Tyo, Zyu, Nagazumi, Si. Tanaka; Auditor, Ya. Saito, S. Huzii.



Head Office, Hsinking

OKURA JIGYO KABUSHIKI KAISHA

(The Okura Industrial Co., Ltd.)

Concurrently with the progress of Manchoukuo's programme for promoting extractive and manufacturing industries in the country, schemes are being laid out or making headway



Baron Kishichiro Okura,
Chairman, Board of Directors

for the introduction of Japanese capital into Manchoukuo, which is received warmly by the Manchoukuo Government as being contributory to the opening up of Manchoukuo.

The Okura interests, of Japan, headed by Baron Kishichiro Okura, one of Japan's business magnates,

interested in the Penhsi-hu Coal and Iron Co. which was formerly a Sino-Japanese joint undertaking and other undertakings for the past thirty years, had come to be more active in exploiting resources through the Pen-hsi-hu Cement Co., Pen-hsi-hu Special Steel Co., and Pen-hsi-hu Dolomite Industrial Co. and thereby contributing to the industrial development of Manchoukuo. In line with the Five-Year Plan for promoting industries in Manchoukuo, the Pen-hsi-hu Coal and Iron Co. is going ahead with its large-scale production increase programme; the Pen-hsi-hu Cement Co. is also planning to increase its production; the embarking upon other local industries in the near future is in contemplation. As it became essential that a holding company be established in Manchoukuo to control and finance the said undertakings in the light of the above-mentioned development, the Okura Jigyo Kabushiki Kaisha, headquarters in Manchoukuo of the Okura interests, was established on February

14th, 1939, an ordinary company set up under the laws of Manchoukuo. For the present the Company has taken over the shares held by the Okura interests in the Pen-hsi-hu Coal and Iron Co., Pen-hsi-hu Cement Co., Pen-hsi-hu Special Steel Co., Pen-hsi-hu Dolomite Industrial Co., Okura & Co. (Trading) of Manchuria, Ltd., and intends to set up a number of operating subsidiaries to develop various industries in the country, contemplating for the moment to exploit a magnesite mine in the Kaiping District.

The said subsidiaries of the Company mine or manufacture coal, iron, steel, dolomite, coke, coal-tar, sulphuric acid, ammonia, portland cement, fire-bricks, fire-mortars. The electric power generated at the Pen-hsi-hu Coal and Iron Co.'s power station is more than enough to cater to the company's requirement so that the surplus power is supplied to the towns of Pen-hsi-hu, Chiao-tou, Nan-fen and other neighbouring towns.

The Company is capitalized at ¥50,000,000 nominally, of which ¥12,500,000 has been paid up. Its head office is situated in the Taiko Bldg., No. 202 Tatung Avenue, Hsinking.

The officers of the Company are as follows:

Baron KISHICHIRO OKURA,
Chairman, Board of Directors

S. YAMADA	Managing Director
C. KADONO	Director
R. SHIMAOKA	"
S. OSAKI	"
I. TAKAHASHI	"
Z. HATAKEYAMA	"
M. OUCHI	"
M. KADONO	"
KUMEMA OKURA	Auditor
T. HAYAMI	"
T. HIRAKI	"
K. HIDA	"
YOSHIO OKURA	"
J. MATSUMOTO	Adviser

MANSHU DENSHIN DENWA KABUSHIKI KAISHA

(The Manchuria Telephone & Telegraph Co., Ltd.)



President:
Lieut.-General Jusuke Hirose

The Manchuria Telephone & Telegraph Company, Limited, capitalized at MY100,000,000, is a special company founded on August 31, 1933, on the basis of an Agreement concluded between Japan and Manchoukuo. The object of its establishment was to bring about a unified control over various electric communication services such as telegraph, telephone, radio broadcasting, etc., and thus, to amend inconsistencies that prevailed in the communication system of the country before the Manchurian Incident. Of the company's total share of 2,000,000, the Japanese Government has 555,000; the Manchoukuoan Government, 345,000; and the civilians, 1,100,000.

The principal enterprises which the company had undertaken during 1941 include the installation of additional telegraphic and telephonic facilities, increase in telephone subscribers (those installing telephones), institution of unloaded cable services between Hsinking and Harbin and the opening of Institutes to train future staff and "brain trusts" of the company. During this year, it handled no less than 59,000,000 telegrams, increased the number of telephone subscribers to 110,000 and the radio receiving sets among the public, to 450,000.

Telegraph Service.—The adjustments and expansions in the internal telegraph services have been carried out positively, and in parallel with the policy of establishing a sound structure to withstand a protracted war. Compared with the previous year, the telegraph offices were increased by 55, bringing the total to 951, and notwithstanding a restriction in telegraphic dispatches due to the existing situation, they handled 59,351,608 telegrams during the year.

By virtue of an agreement concluded between Manchoukuo and Italy in May, a communication liaison was inaugurated between Hsinking and Rome while a similar arrangement made subsequently with Germany resulted in the institution of a new communication link between Hsinking and Berlin. Co-operative steps were also taken by Japan, Manchoukuo and China toward successful accomplishment of the weighty mission resting on mutual electric communication. With the conclusion of the East Asia Electric Communication Agreement, the special handling of telegrams between Manchoukuo and Chosen was abolished.

Telephone Service.—With a view to enabling the utilization of private lines among Government offices in conversing with the general telephone subscribers, a telephone exchange handling the inter-Government office calls was absorbed, and a composite exchange was newly established to cope with the situation thus created.

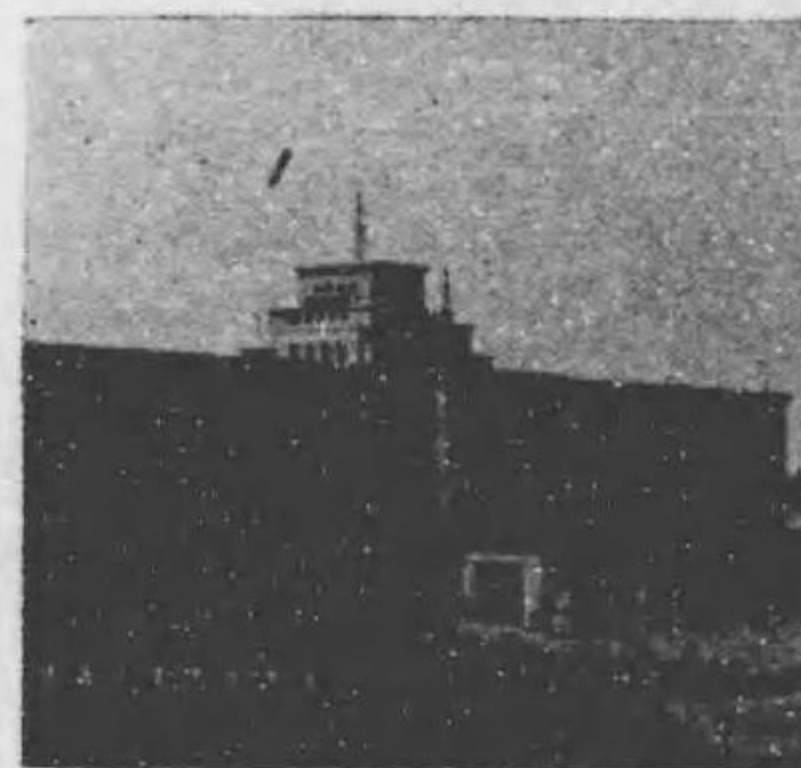
Externally, the telephone communication facilities were expanded and, through medium of radiophone services between the capitals of Japan and Manchoukuo, an international radiophone service has been inaugurated between Hsinking and Berlin. Besides the commencement of services between Hsinking, Mukden, Dairen and Nanking, Shanghai in Central China, conversations were made possible with vessels on the high seas as from April.

During 1941, 15 hand operated exchanges and 1 automatic exchange have been newly installed, and the number of telephone subscribers at the end of the year totaled 118,590, an increase of 18,110 as compared with the year before.

Radio Broadcasting.—In February, a new broadcasting station was established in Peian, completing in the meantime, facilities to carry on No. 2 broadcast from the Harbin Central Broadcasting Station. In December, a double-broadcast station was established in Chengte and Mutankiang respectively.

On the other hand, the completion of the so-called mobile broadcasting station installing all necessary equipments in an automobile has contributed greatly toward popularizing radio among the public, with the result that no fewer than 145,489 receiving sets were newly sold, increasing the listeners-in to 454,835, an increase of 114,505 as compared with the previous year.

The Board of Directors of the Company, the Head Office of which is located on Tatung Avenue, Hsinking, consists of the following personnel: President, Lieutenant-General Jusuke Hirose; Vice-President, Mr. Tsimoteschmupeilulu; Directors, Messrs. S. Shindo, T. Seta, M. Tsutsumi and Auditor, Mr. Kung Szepei.



Head Office, Hsinking



MUKDEN

Mukden, one of the most flourishing cities of Manchoukuo, is situated in the midst of a vast fertile valley of the Liao River in South Manchoukuo. Brought up in the cradle of this wealthy land, Mukden naturally developed into a prosperous business center. It has a continental climate characteristic of Manchoukuo and the humidity in the city ranges from 20 to 60 per cent on the average.

It forms the junction of the three most important routes which, from time immemorial, have connected Manchoukuo with the outside world; first to Tientsin and Peking through Shanhaikwan; second to Korea through Antung and third to Yingkow and Dairen and thence to China and Japan by sea. Mukden lies approximately midway between Dairen and Hsinking and is the termini of the Mukden-Shanhaikwan and the Mukden-Antung lines.

Owing to its geographical and political importance, the city has been the largest in Manchoukuo for decades, ever growing in size especially after the Empire of Manchoukuo was founded in 1932. In this year, Mukden had a population of 398,383 but in the course of the ensuing eight years, the figure has been almost trebled and the census taken in 1940 disclosed that the population of the city was 1,185,112.

Since the establishment of the South Manchuria Railway Company in 1907, modern public facilities were introduced to the city. The Company initiated various public enterprises such as educational and hygienic institutions, the schools and hospitals under its management being the best in Mukden.

Almost one-fourth of the total number of industrial enterprises in Manchoukuo, holding an aggregate capital of ¥399,794,000 or 12.2 per cent of the total investments in the whole country, is found in Mukden. When the first World War broke out in 1914, Manchoukuo's industry was greatly stimulated and prospered, but later, it was hit by the world-wide depression after the war, resulting in a series of bankruptcies in the following years.

In parallel with the founding of Manchoukuo came the industrial reconstruction centering around Mukden. Thanks to the aid of the South Manchuria Railway which collaborated with the Government, much has been accom-

奉天 奉天公署の所在地で、満洲第一の大都市である。市は南満洲のほぼ中央、一望千里の沃野の中心に位し、交通は勿論、経済・工業の中心をなし、その重要な役割は北支が既に明朗化した今日、愈々確固たるものとなつた。

市は全満中屈指の古都で、渤海の時代から開け、元、明、清の諸代を経て今日に至つたが、名も瀋州・瀋陽・盛京・奉天と呼ばれ、昭和六年九月満洲事變の起る迄は瀋陽の古名に復して、張學良が東北四省に覇を振つたのであつた。新興満洲國の設立と共に、首都は新京に遷されたが、今尚満洲の古都としての實力と貴祿とを遺憾なく發揮してゐる。

奉天はまた、日露戦役に際して、兩軍の雄雄を決した大會戦地であり、また満洲事變發生の地として、永遠に光輝ある歴史上に大書すべき地である。

市街はもとの満鐵附屬地、商埠地、工業地區及び舊城内の四區域から成つて居り、現在行政上、大和區、瀋陽區、鐵西區、その他の十一區に區劃せられ、満鐵奉天驛を基點として千代田通・浪速通・平安通等の大街路が放射狀に走つてゐる。

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plished toward this end. Many remarkable developments were made, the outstanding of which being the progress at the Tieh-shi industrial zone which deserves a special attention.

Since the Manchurian Incident, its importance has been steadily growing and today, Mukden's annual ingress and egress of commodities register roughly 2,600,000 tons. The city occupies the lead in import trade as commodities from all important ports of Manchoukuo are first accumulated here.

Another importance of Mukden is in the educational field. In the city is located the well-known Mukden Medical University, the largest and the best equipped university in Manchoukuo established by the South Manchuria Railway Company. Apart from this institution, the city is noted for its invaluable libraries. The National Library of Mukden, the Municipal Library and the Mukden Library are the three foremost libraries assuming a vital role in the educational activities of the city.

Mukden has a background of twelve centuries of history and possesses copious wealth of artistic valuables, but very little, nevertheless, has been done until recently to introduce their value to the world. The first Museum of Fine Arts in Mukden was instituted immediately before the Manchurian Incident, having its site in the former Imperial Palace. On display within this Museum was a rare collection of over two thousand pieces of art consisting chiefly of paintings and writings done during the Manchou Dynasty.

When it was closed in 1936, part of the collection was transferred to the present National

Museum of Fine Arts which now has some three thousand five hundred articles in priceless specimens of bronzes and embroideries of the Chow and Han Eras, earthenwares of Liao, Sung, and King Periods, paintings and calligraphy since Sung and Yuan Dynasties and innumerable other noted works.

The old architectural beauty in Mukden can be represented by the two Mausoleums. Their complicated yellow tiled roofs, brilliantly painted woodworks and their massive grey walls mark a strange contrast of elaboration and simplicity. The moss-covered carved stone animals with simple but graceful lines mounted upon highly decorated pedestals bespeak the Buddhist influence.

The mason-works, especially the dragons, upon the walls by the gates are the object of exquisite beauty, but unfortunately, they are worn-out by time and lack of proper care. However, in an attempt to restore their original grandeur, a repair work is now under way at the instruction of the Department of Imperial Household.

In the South Manchuria Railway Zone, there is the Chiyoda Park, the center of amusement and pleasure. The citizens are attracted to the Park chiefly because of its beauty and coolness during the summer months. The Memorial Monument, erected to the memory of the Japanese soldiers who laid down their lives for the cause of the State during the Battle of Mukden, stands majestically in the compound next to the Chiyoda Park. Naniwa-dori and Chiyoda-dori are the main thoroughfares and Kasugacho, with its fine stores and numerous stalls of different description, forms a pleasant shopping quarter.

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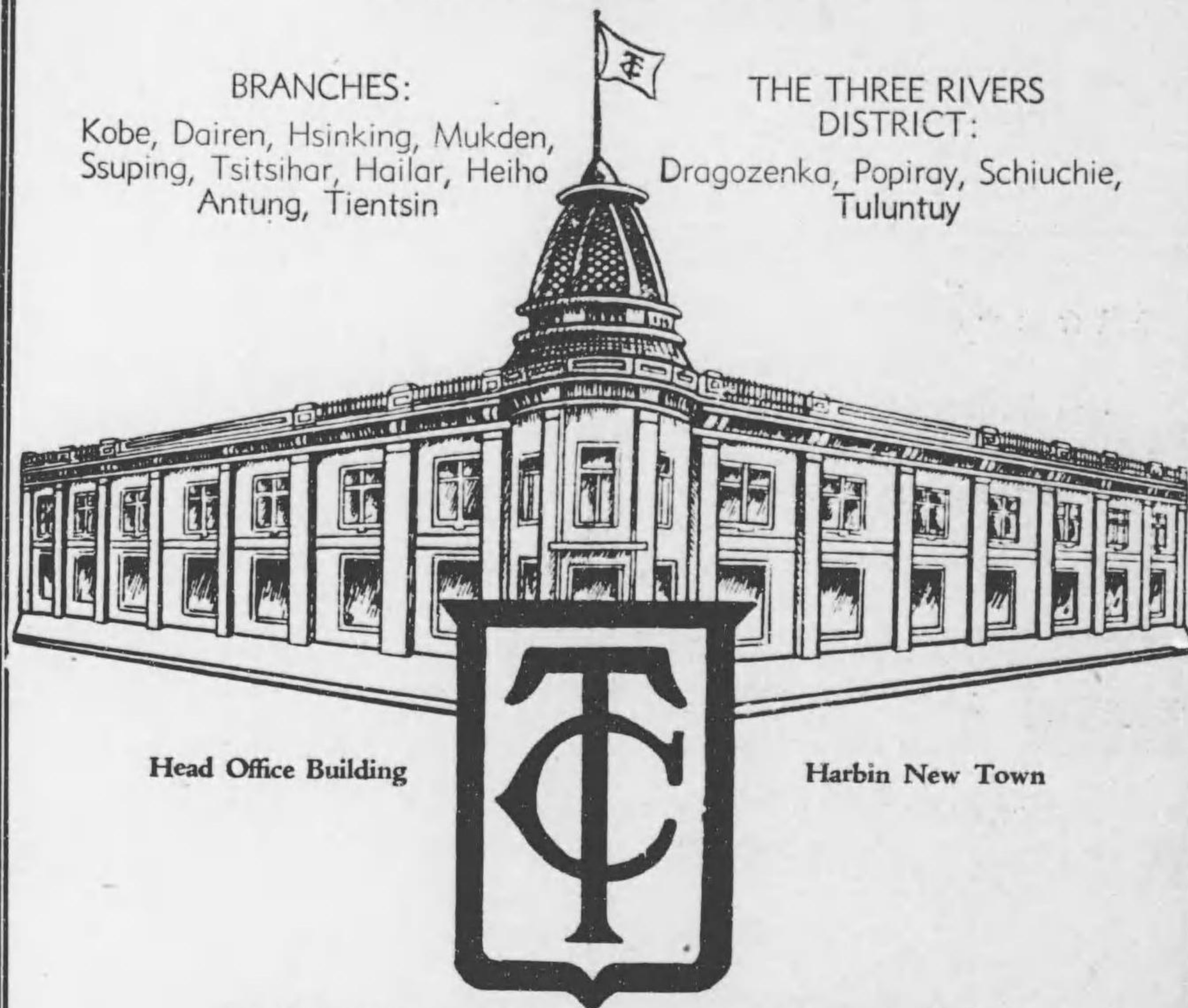
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HARBIN



Situated in the northern extremity of Kirin Province, Harbin forms the nucleus of Manchoukuo with lively activities in industrial, economic and traffic fields. Both the railway facilities radiating in all directions and the numerous water routes of the Sungari combine to make Harbin the most important distributing center of all products raised in the fertile basin along River Sungari which is valued as the "Granary of Manchoukuo."

With a continental climate, Harbin has rather a wide range of temperature between the summer and winter months. Usually remaining below the freezing point during winter, the mercury rises over 100 degrees F. in the hottest part of the year.

Harbin lies on the right bank of the Sungari and commands an extensive view of the surrounding prairies; a plateau known as the Nankang being the only obstruction of a clear-cut view of the south. It is divided into seven sections, namely, Fuchiaten, the Eighth Section, Pristan, Naharofka, Machiakou, Old Town and New Town. The city is easily reached by water route from Kirin by descending the Sungari, passing through Chiamussu and Fuchin which join the Heilung-kiang River at the Soviet frontier. The harbor is open only from April until the beginning of November because the river becomes unnavigable during the winter months.

New Town (Novy Gorod), extending from Harbin Station toward east and south, is a quiet residential district occupying the eminence at the central part of the city. It is still called "Nanchang" by the Manchoukuoans. Rows of trees planted along the streets have added gracefulness to the already beautiful surroundings. In the plaza in front of the station stands a grand monument commemorating the birth of the new State of Manchoukuo.

Pristan, separated from the New Town by a viaduct, is a low tract of land extending along the bank of River Sungari to the northwest of Harbin Station, and is the center of the city's commercial activities. Of the numerous shopping streets, Kitaiskaya is the main part where large retail stores sell a variety of Russian, native and imported goods. Novogorodnaya Street, running in parallel with the Kitaiskaya, is another flourishing business center where the offices of many Russian concerns are situated on both sides of the Road.

哈爾濱は、奉天・大連に次ぐ満洲第三の大都市で、世界屈指の大河松花江の右岸、北満倉庫地帯の中心に位し、北満洲に於ける行政・経済・交通の中樞地である。特に交通は水陸共に類を見ぬ程恵まれて居て、歐亞の連絡に、浦蘆、大連、北鮮三港との連絡に又地方的運輸等哈爾濱の満洲に於ける地位は益々重要となりつゝある。

當市は今から四十餘年前迄は僅か五、六の民家が散在するに過ぎなかつた名も無い寒村であつたが、明治三十一年露國が三國干渉の報酬に藉口して東清鐵道の敷設權を獲得するや、現在のスタールハルピンを起點として南下の工を起すに及び之を中心として露支兩國の勢力を不斷に反映しつゝ急激な發展を遂げた所である。曾ては東洋のバリと謳はれ特殊の異國情緒を持つ國際都市として旅行者の異常な魅力の地となつてゐたが、昭和十年北滿鐵道の讓渡を契機として劇期的な飛躍を遂げ、且つ堅實な歩みを續けつゝある。

市街は松花江岸の低地と臺地上とに立ち、現存埠頭區・馬家溝區・傳家甸東及西區その他の十區に分れ、傳家甸地區が市内第一の繁華區となつてゐる。これらの市街は曾ては北滿特別區の管下にあつたが、滿洲國成立後に至つて、人口百萬を目標とする大哈爾濱市建設計畫が樹立されると共に松花江對岸の松浦も合併され、昭和八年六月一日から大哈爾濱市として哈爾濱市公署の管理するところとなつたのである。

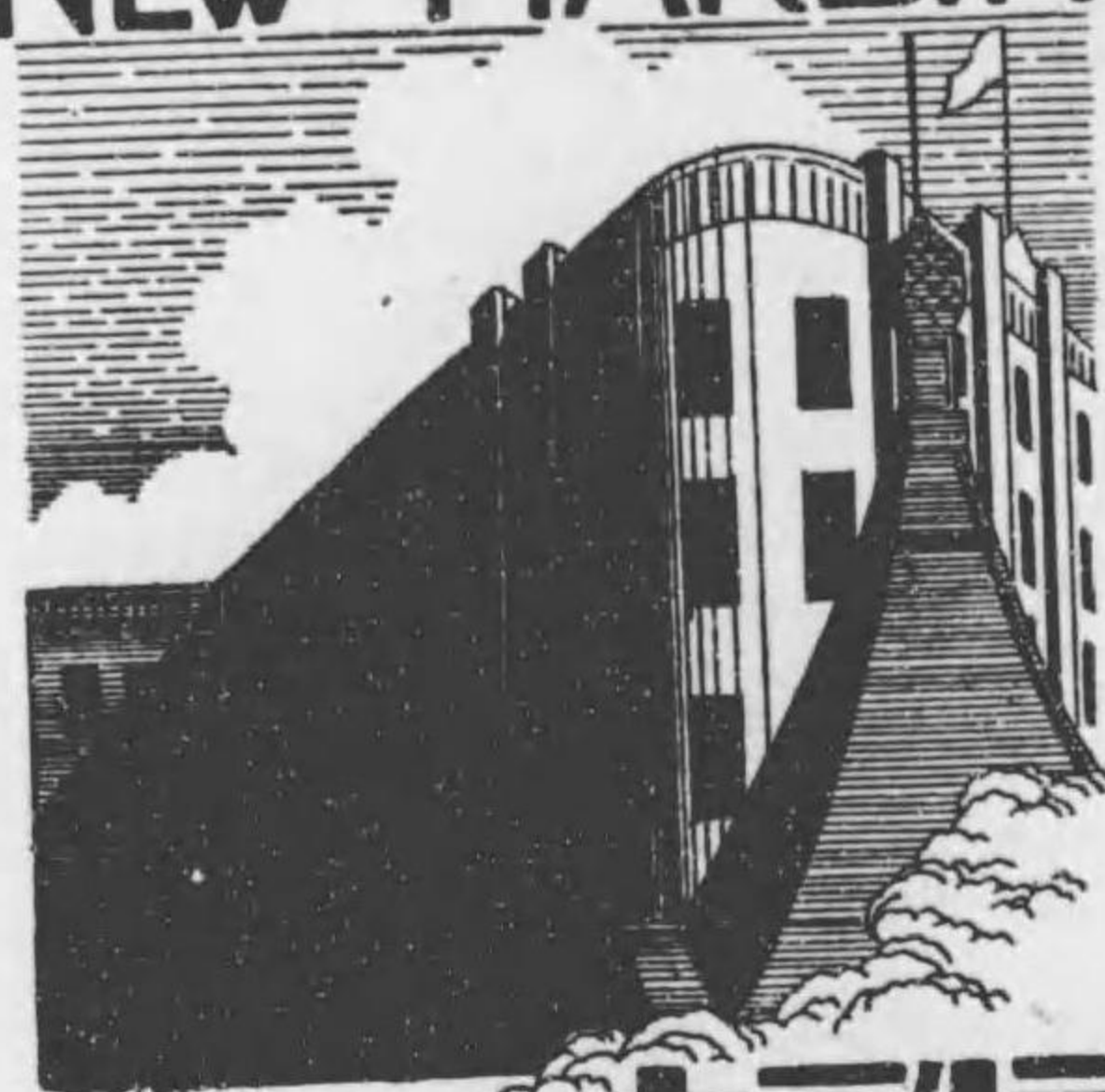
参拜、視察箇所 冲・横川二烈士の碑、文廟、露西亞寺院、ニコライエフスキー大寺院、外人墓地、極樂寺、博物館、松花江。

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Machiakou, often called the "Czar's Village" by the Russian residents, lies to the east of New Town. Prior to the outbreak of the Manchurian Incident, this locality constituted the so-called Group Village consisting mostly of the refugees of Russian Revolution but it has since been transformed into a residential quarter for both the Manchoukuoans and Russians.

Fuchiatur, lying close to Pristan and a pure Manchurian town popularly known as "Tao-wai," has become a flourishing business center of the native residents within the past three decades. It is a large town extending from the First Road to the Twentieth, and can well be compared with Shanghai for its modernity. The main office of the North Manchuria Navigation Bureau and a spacious and well equipped wharf are located in the northern part. Innumerable freighters and passenger boats moored off the shore of Fuchiatur give the impression of a busy port even to a total stranger.

Old Town (Stary Harbin) is at the southern end of the city and was originally established by the Russians. It occupied a prominent position as a business center once, but with the shifting of the commercial activities toward New Town and Pristan, its importance was

reduced practically to nil except as an industrial zone.

Naharofka, occupying the low-land adjacent to the western extremity of Pristan, is a slum district looked upon as the "Haunt of Vagabonds" at one time. But unlike the shabby and gloomy atmosphere characteristic of such a district, the town is clean, and its inhabitants consisting mostly of White Russians live a very peaceful and substantial life.

The Eighth Section, located between Pristan and Fuchiatur, is the center of factories, oil mills and warehouses. In the recent years, railway tracks have been laid to enhance the efficiency of transporting various products.

These seven sections of the city, however, were incorporated in July, 1933, and dispensing with the political intrigues and troubles of the past thirty years, the Greater Harbin as one special municipality under a unified administration was created. Nevertheless, it still retains its old Russian costumes and folklore, standing unique among the cities of the Continent. It is noted for its gaiety, concerts, dancing and theatricals, which form the prominent pastime of the inhabitants as well as visitors, presenting many tragic instances of destitution among the formerly well-to-do Russians.



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Located in Pristan, it is the largest among Russian cathedrals in Harbin with an accommodation of 2,000 persons.

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MUTANKIANG: In the days of the former North Manchuria Railways, Mutankiang was but one of the small stations on the eastern branch. However, with the purchase of this line by the Japanese Government and following the establishment of the Tumenkiang-Chiamussu Railways, it was rapidly converted into a key-point of communication.

As the construction of the Tumenkiang-Chiamussu Railways progressed, a new station of Mutankiang was newly erected at a point about 11 kilometers northwest of the former hamlet, thus marking the beginning of this city. Since it is closely situated to this important station and to the forest zone along the banks of the river, it was anticipated that the town will develop into a great metropolis next to Harbin. Accordingly, the municipal plan was drafted for this city on a large scale and the Japanese quarters centering around the station is rapidly forming "Little Tokyo." The city is divided into two sections, Manchoukuoans and Koreans living in the former city bordered by the old station and the Japanese, in the new section.

The city may be reached from Harbin in 11 hours and from Tumenkiang in six and half hours.

CHIAMUSSU, the second largest political and economic center of East Manchoukuo surpassed only by Sansing, is the seat of the Governments of Sankiang Province and Hungchuanhsien. It is approximately three Chinese miles from the River Sungari and lies about midway between Fushun, northeastern extremity of Manchoukuo, and Harbin. Since the city, apart from the transportation facilities of the Sungari, is the terminus of the Tumenkiang-Chiamussu Railways and has at its disposal the services of other lines in north and west, it forms an important traffic junction of East Manchoukuo.

Chiamussu was noted as the distributing center of various products of Sankiang Province and the city's development until recently was due chiefly to this factor, but with the completion of the Tumenkiang-Chiamussu Railways, the growth was accentuated considerably. It is also well known as the land into which the Japanese migrated in large numbers during the first and second periods of development of East Manchoukuo. A monument dedicated to the Japanese soldiers who laid down their lives during the Manchuria Incident stands to the east of the station facing the Sungari River.

From Harbin, Chiamussu can be reached in twenty-three hours via Shihwa and Shenshu and 19 hours from Tumenkiang.

牡丹江は舊北鐵時代に東部線の一小驛として存在したのであつたが、北鐵の買収及び圖佳線の建設に當り、交通上の要衝として發達した新興都市である。即ち圖們から佳木斯に通ずる圖佳線の敷設工事が進捗するや、舊部落の西々北十一軒の地に新たに圖佳線牡丹江驛を建設したのが、この牡丹江の町なのである。

牡丹江驛及び同江沿岸の森林地帯を背後地に控えてゐるので、將來哈爾濱に次ぐ北滿の大都市たるべき想定のもとに、大都市計畫が立てられ、新驛を中心として内地その儘な日本人町が日毎に伸びてゐる有様である。現在市街は、今は廢驛となつた舊北鐵時代の驛を境として滿鮮人の舊市街、日本人町の新市街とから成つてゐる。

交通 哈爾濱から十一時間、三等七圓八五錢、二等十五圓二五錢。圖們から急行列車で六時間四〇分。三等五圓四〇錢、二等十圓四五錢。

旅館 牡丹江ヤマトホテル、富士屋、芙蓉ホテル、當盤ホテル、花屋ホテル。

佳木斯 三江省公署、樺川縣公署の所在地である。市街は松花江の右岸を去ること三支里、滿洲國の東北端の都をなす撫遠と哈爾濱とのほぼ中間に位し、依蘭に次いで東滿第二の政治・經濟の中心都市であり、鐵道圖佳線の終點に當り、更に北に鶴岡線、西に綏佳線を走らし、松花江の水運と結んで東滿交通の要衝をなしてゐる。

この地はもと、三江省特産物の集散地として發達して來た所であるが、圖佳線の完成はこれに加速度的に拍車を加へることゝなつた。又我が東滿開發の第一次・第二次開拓民入植の地として吾人の關心を集めてゐる所である。

驛の東に接して、滿洲事變の際、松花江方面に於ける戦病死者の靈を合祀した忠靈塔が建つてゐる。

交通 哈爾濱から綏化・神樹經由二十三時間、三等十圓九五錢、二等二圓二五錢。圖們から十九時間、三等十二圓七五錢、二等二圓四五錢。

旅館 佳木斯驛ホテル、伊勢屋、京都旅館、壽旅館、柳田、花屋ホテル。

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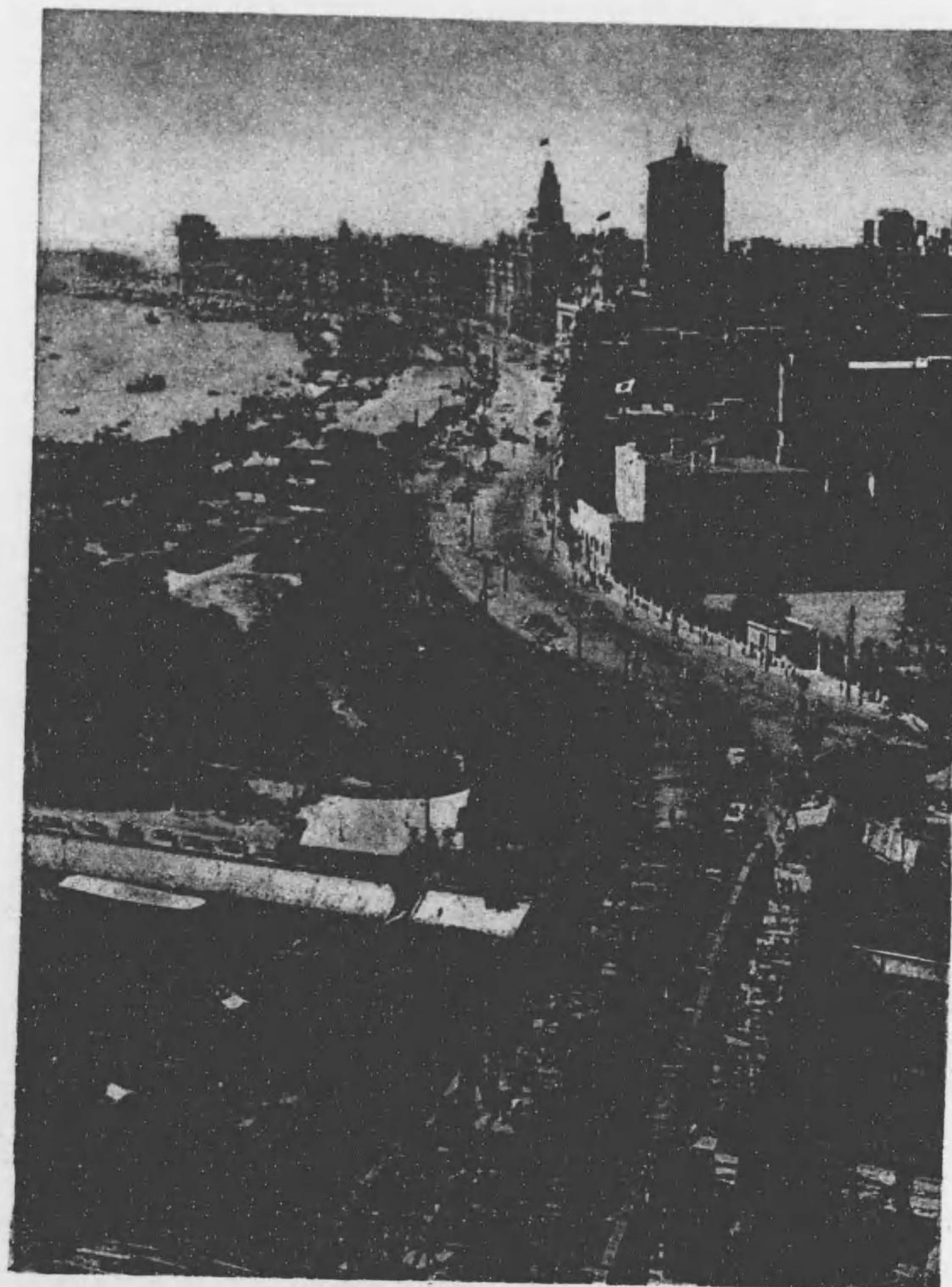
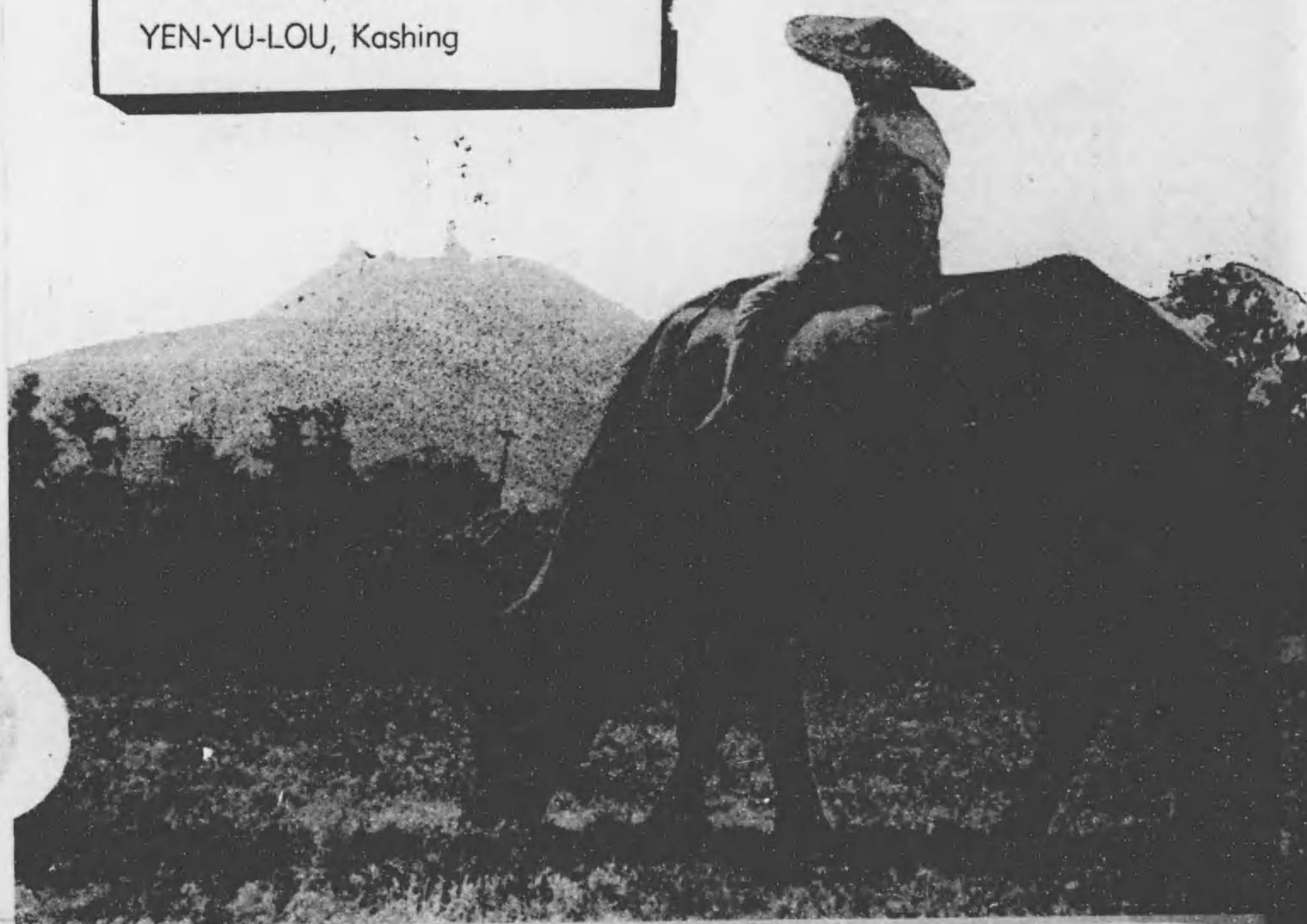


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上海黃浦灘と蘇州河

The Garden Bridge, Shanghai, spans the famous Soochow Creek and separates the down-town district from Honekew. The French Bund is seen in the distance.



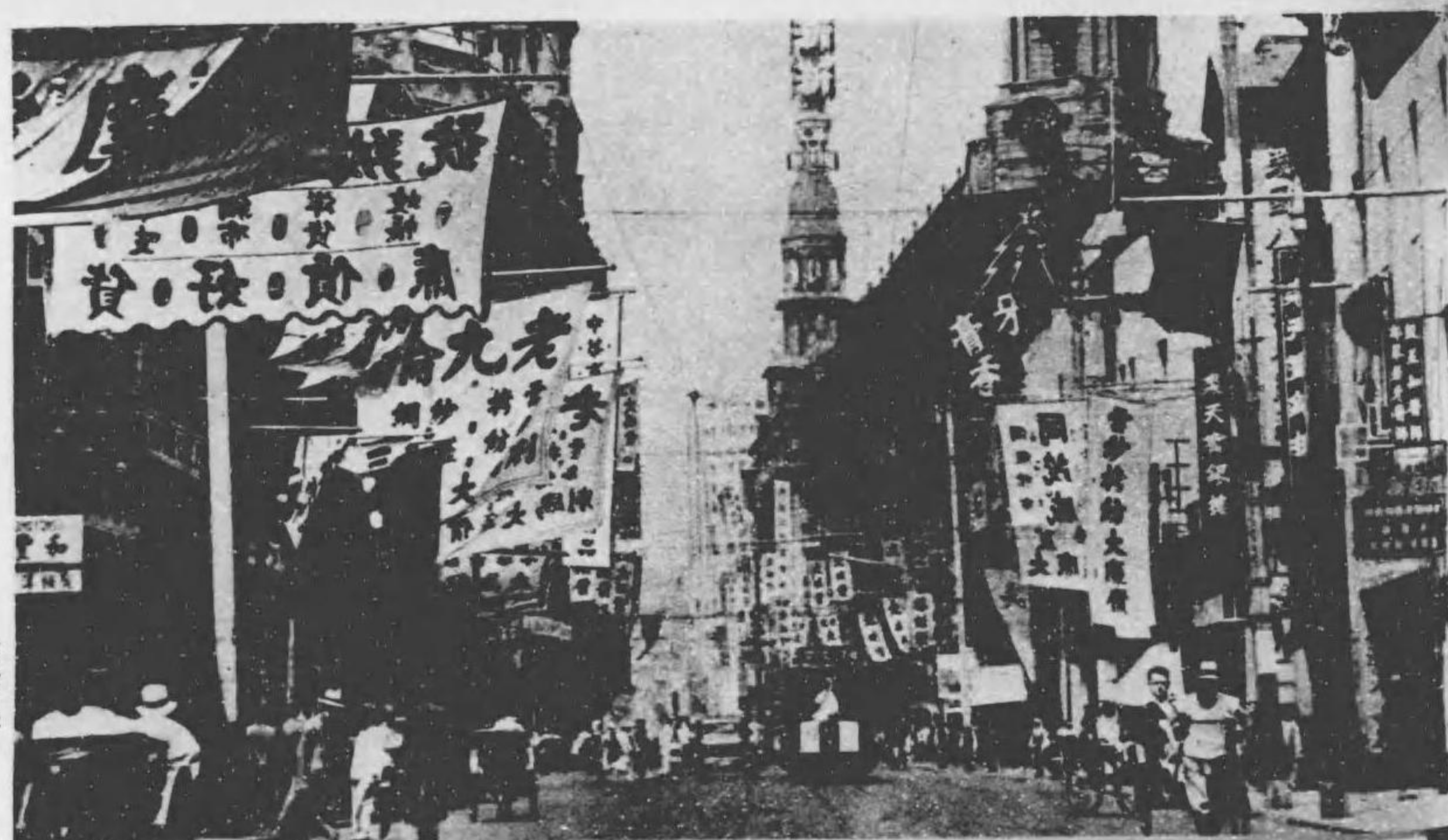
黄浦灘
の賑ひ

Busy traffic
scene in the
French Bund,
Shanghai.



黄浦江と上海の中心

The heart of Shanghai,
with Whangpoo River in
the foreground.



南京路

The hustle and bustle of
Nanking Road, one of
the main streets of the
city.

上海の市街

Scenes in Shanghai

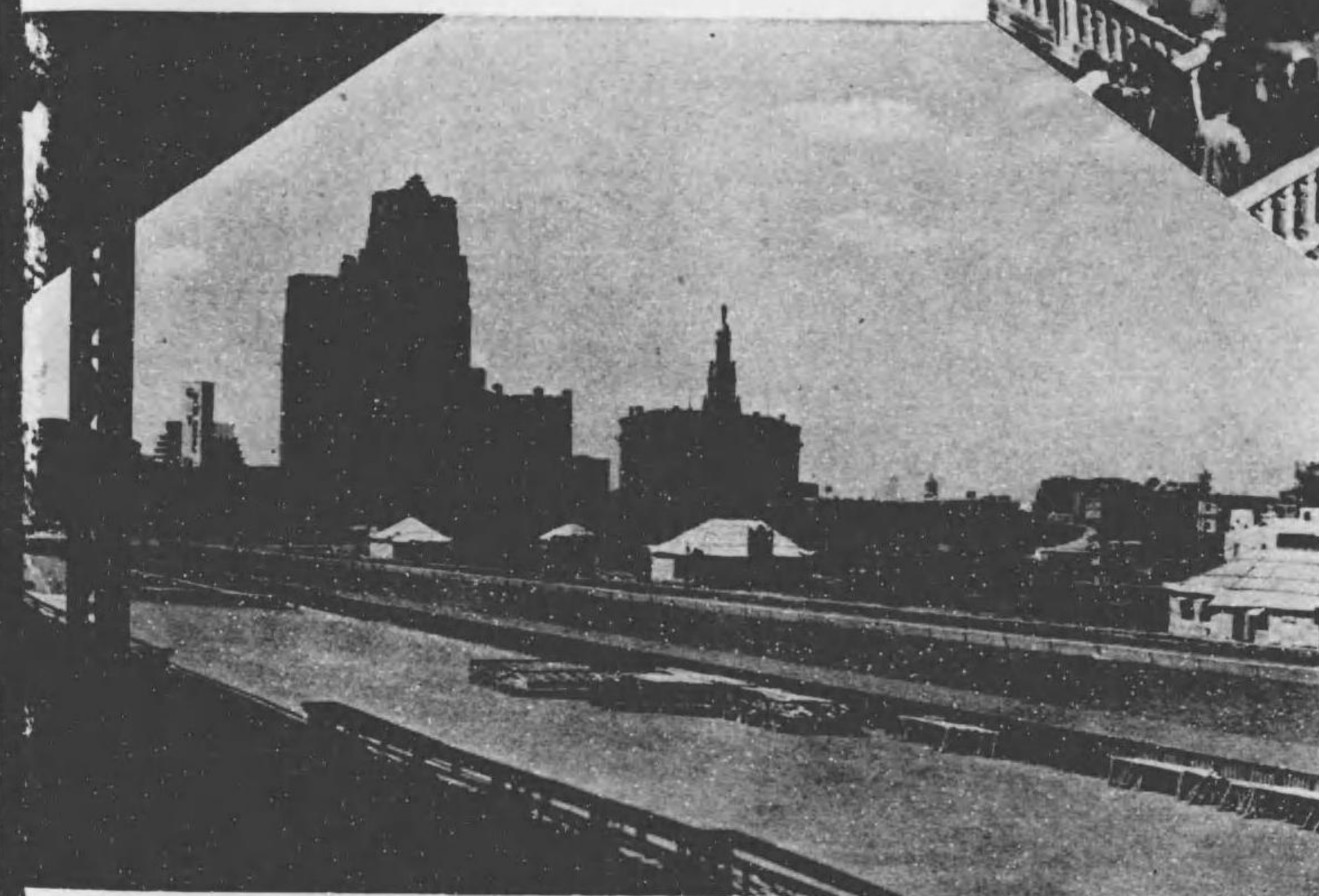
競馬場

A view of the Shanghai race-course, with the
recreation ground and the stately buildings in its
vicinity.



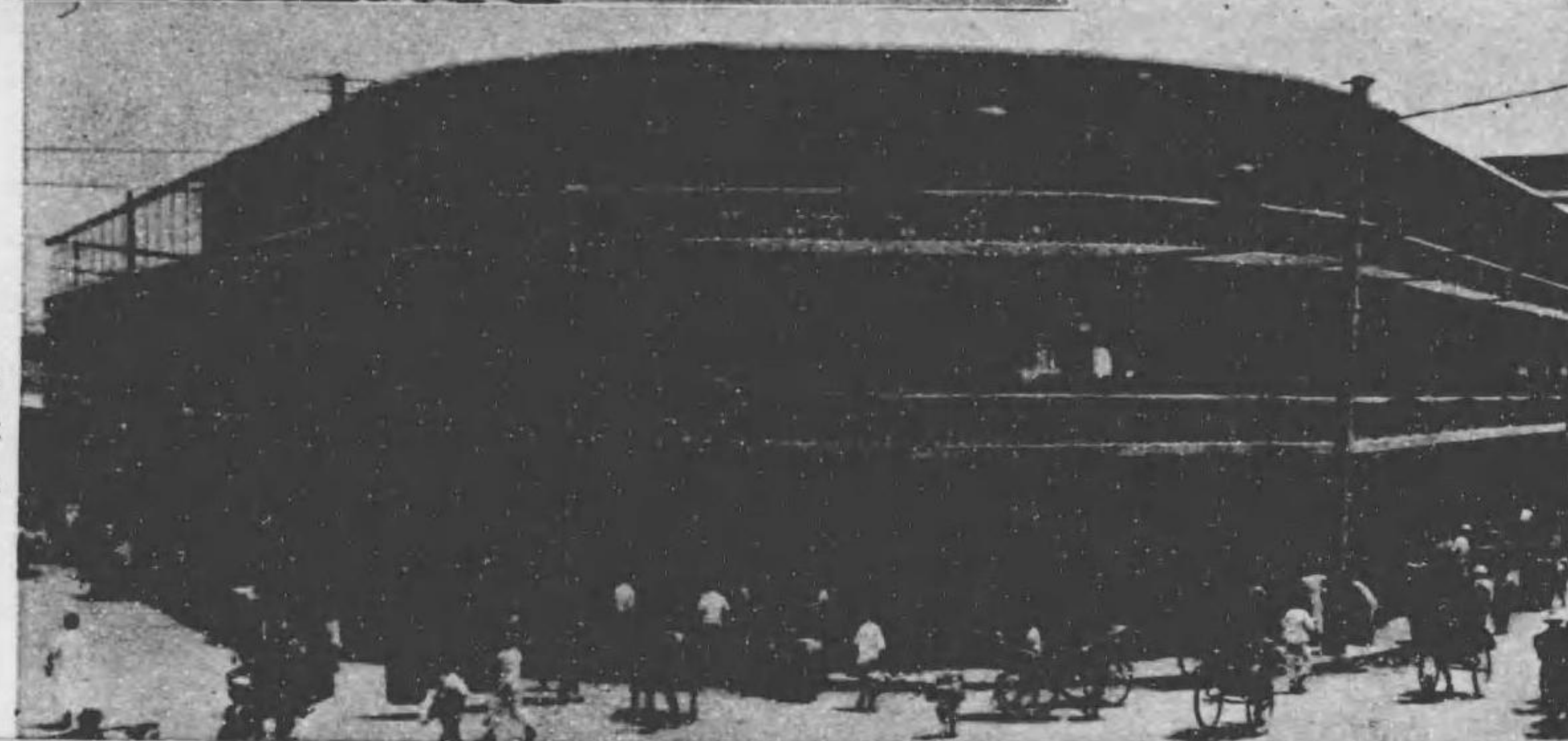
湖心亭

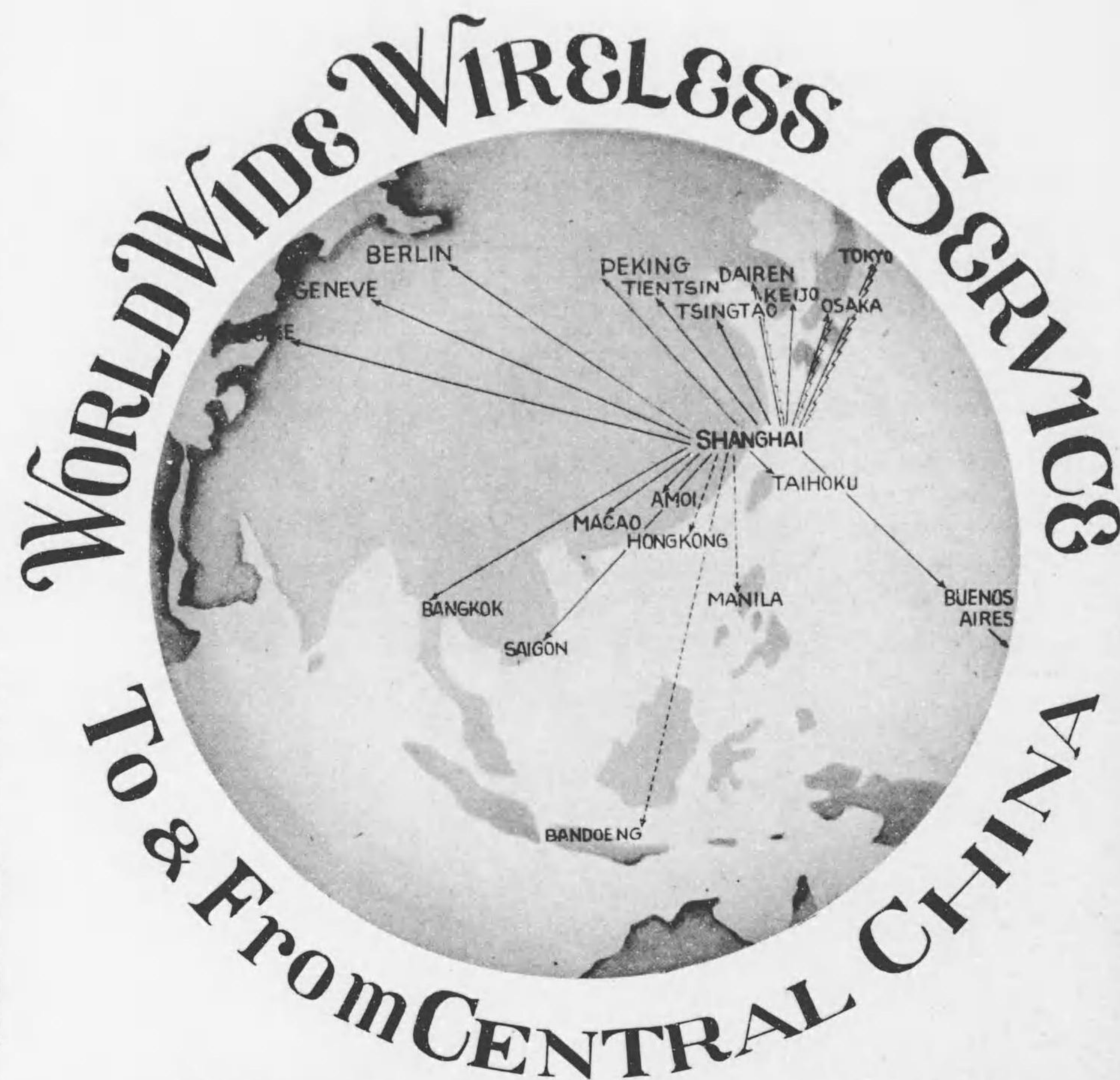
Endless stream of people
on stairs leading to the
Willow Tea House.



虹口市場

Bachelors, housewives,
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to the central market in
Hongkew.





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Situation & Area: With a history of nearly 4,200 years, China occupies a vast territory in the eastern part of Asia between 20° and 41° North Latitude and 70° and 120° East Longitude. Its area is estimated at about 7,000,000 square kilometers.

The first of the four great natural divisions of China is the basin of the Hwang-ho, or the Yellow River, which is known as North China. The second is the Yangtze-kiang basin forming the heart of the country, which is referred to as Central China. The river Yangtze forms the main artery of trade, commerce and every form of communications. The area centering around Kwantung and Kwangsi provinces is known as South China while the fourth division is made up of the interior regions of China.

Only along the lower reaches of the Yellow River and the Yangtze is there a low-lying alluvial plain stretching north, east and southward for several hundred kilometers for the bulk of the continent is characterized by mountains. The coast-line of China, in form of a semi-circle, is 3,461 kilometers in length.

Climate: The climate of China is subject to great changes according to localities. Nevertheless, China for the most part, has a dry winter, and due to sporadic rainfalls, terrible drought and other disasters often occur in the country. The climate in South China, however, is relatively moderate, but an intensive heat is prevalent in the Si-kiang region since it is in the tropical zone. Consequently, the Yangtze basin, which lies between these two districts, is endowed with a favorable weather condition.

Population: Though it is rather difficult to ascertain the exact number in the absence of a modern method of taking census, the population, according to the China Year Book, was 480 million in 1941. Other references give different figures, but it may be fairly safe to put it at about 420 million.

Administration: With the entry into Nanking of the Imperial Japanese Forces on December 13, 1937, the Chiang Regime was driven out of the national capital, and a temporary administrative organ was set up for Central China. On November 30, 1940, how-

位置、面積及地勢 支那は亞細亞大陸の東半部を占め四千年の歴史と共にその領有する所は諸事実に大である。随つて明確なる數字を求める事は最も困難なるものの一つで、曾て支那とは何ぞやと云ふ命題が世界の識者間に論議された事があつたが、その主因も餘りに支那そのものが大き過ぎて近代的調査研究の手に餘る爲と考へられる。従つてこれから述べる處の數字も絶対に正確で且又不動と言へるものばかりではなく、中には大略或ひは推定に依つて得たものも介在する。

現在の支那は亞細亞大陸主要部の大半を占めその位置は北緯二〇度より四一度、東經七〇度より一二度の間に在り、面積七百萬平方里に及ぶ。この大地域を天山、南山、崑崙、南嶺等の山脈が西方パミール高原を中心として放射狀に走り、その間を白河、黄河、淮河（河口がないので有名な河）、揚子江、錢塘江、閩江、韓江、東江、北江、西江、紅河、メコン河、サルウィン河等が流れ、これらの河が流れるところに北支平野、黄土高地、山東山地、中央亞細亞高原、揚子江平野、四川盆地、南揚子江山地、東南海岸地帯、兩廣山地、廣東平野等が廣く横たはつてゐる。是等の地を便宜上、黄河以北を北支那、揚子江を中心として中支那、廣東廣西を中心として南支那及支那奥地に四大別して呼稱してゐる。

人口 支那の人口調査中最も信頼出来るものは約十五年前發表された郵政總管局の算出に依る四億八千五百萬である。他にも最近の統計として發表されたもので、漢、滿、蒙、回、藏の五種族を合せて四億二三千と云ふのがある。

氣候 廣大無邊とさへ云へる地域と、その間地勢又複雑を以て聞えてゐるので總括的に言及するのは甚だ困難であるが、大體、北支那は空氣乾燥、氣溫激變の大陸性氣候である。雨量極めて少く且不規則な爲、水災と旱魃が起り饑饉に見舞はれる事が少くない。南支那は氣候溫和で濕潤、沿海地方は寒暑の差少く日本の氣候に似たものがある。

ever, a new National Government of China, headed by Mr. Wang Ching-wei, was established in Nanking which, since then, has been devoting its full energy with a remarkable success, in carrying out the administration and diplomacy based on a new policy.

Religion: The three most popular religions in China are the Confucianism, Taoism and Buddhism. Confucianism has little outward observance but it is nevertheless recognized as the basis and ideal of a national life. Buddhism, introduced to China centuries ago, bears little resemblance to religion in its purer form while Taoism is a debased ritual embodying a polytheistic hotchpotch of witchcraft and demonology. Mohammedans are also found in every province of China while Roman Catholic has had a firm footing in the country for more than three centuries.

Principal Towns: Shanghai, Nanking, Hangchow, Soochow, Peking, Tientsin, Tsinan, Tsingtao, Kalgan and Tatung are described in Central and North China sections. Other cities include: Canton with a population of 870,000; Chungking, 635,000; Amoy, 234,000; Swatow, 179,000; and Wenchow, 700,000; etc.

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然しながら西江流域は緯度上すでに熱帯に入るの
で、暑氣は相當厳しく且一年の大半を占めてゐる。
従つてその中間の揚子江流域が最も温和的氣候條
件に恵まれてゐる。

政治 昭和十二年十二月十三日無敵皇軍の南京
入城を以て、舊蔣政權を主體とする國民政府はそ
の位置を追はれるや、維新政府の設立となり次い
で昭和十五年十一月三十日、汪兆銘を主班とせる
國民政府の樹立を見た。爾來新政府は内政、外交
を劃期的に刷新し國際的にも中央政府として益々
その實力を示しつつある。

宗教 五種族より成る大人口は宗教に於ても甚
だまちまちであるが、儒教、佛教、道教の三つが最
も廣く行はれ、これに次ぐものとして回教、喇嘛教
等が西北の高原地帯に廣く普及してゐる。基督教
は三世紀に及ぶ歴史を有つが現在約三百萬人の教
徒を有してゐるに過ぎない。



CENTRAL CHINA

General Survey

Situation & Area: The location of Central China centers around the great Yangtze and includes eight provinces of Kiangsu, Chekiang, Anhwei, Kiangsi, Honan, Hupei, Hunan and Szechwan. Densely populated, the aggregate area is estimated at approximately 1,593,315 square kilometers.

Climate: The climate in Central China is most favorable as compared with other parts of the continent. In the Szechwan region, the climate has a continental influence with rain-falls between May and August. In the Hupei, Hunan and Kiangsi provinces, which lie in the mid-stream of the Yangtze, disparity in temperature between summer and winter is conspicuous. The rainy season lasts three months beginning May, and during January and February, the climate is influenced by the wind from Mongolian plain. In the lower stretches of the Yangtze, the climate is oceanic and consequently, generally favorable. June is considered a rainy month, but affected by the seasonal wind, the rainfall is negligible.

Communications: Central China is the most densely populated region in the whole China, and due to remarkable development in this area, the railway services have noticeably advanced, the trunk lines extending about 800 kilometers in all directions. Including the branch lines, the aggregate length of railways in Central China is about 3,300 kilometers.

The water transportation means through utility of innumerable rivers and canals likewise is markedly developed, particularly so as the industry in various regions is progressed. Apart from these, the coastal steamship lines as well as automobile and aircraft services afford ample transportation facilities to meet the ever growing demand of Central China.

位置、面積及人口 支那大陸の名實上の大幹線たる揚子江を中心として、その廣大なる流域地帯で且資源豊富を以て聞へる江蘇、浙江、安徽、江西、河南、湖北、湖南、四川の八省を劃して大體中支那と呼ばれてゐる。面積一、五九三、三一五平方千米、人口約二億その全地域に互つて地味肥沃人口稠密で開發も又最高度に達してゐる。

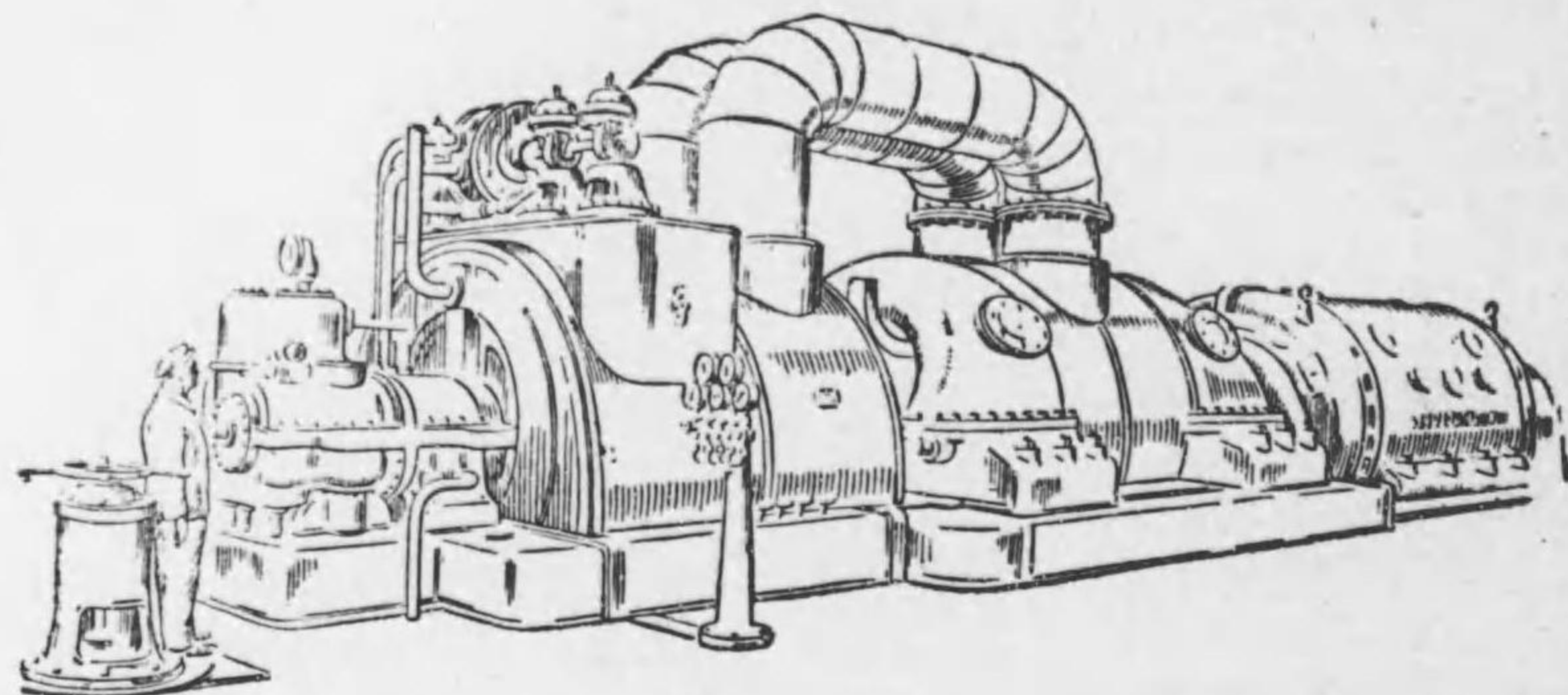
氣候 中支那の氣候は支那大陸中に於ても中和であり、稍々東京附近に似た氣溫狀態を有してゐる。揚子江上流の四川省地方では土地高く且奥地なる爲大陸性の氣候に支配され五月から八月にかけて雨季となる。中流の湖北、湖南、江西地方も大陸性で寒暑の差は相當で五、六、七の三ヶ月が雨季、九月からは晴天乾燥の秋の期間が極めて長く、一、二月は蒙古風の影響を受ける。下流の安徽、江蘇、浙江地方は海洋性の氣候で概して良好温和であり、六月は雨季、七、八、九の三ヶ月は夏季であるが季節風の影響をうけ雨量は多くない。

交通 中支那は全支中最も人口密度が高く文化が高度に發達してゐるので交通量多く、鐵道の發展も著しいものがあり、上海、南京間の海南線、上海、杭州、寧波間の海杭線、蘇州、嘉興間の蘇嘉線、南京、孫家埠間の南寧線等約八百軒に及んでゐる。その他南京、漢口、南昌、長沙を結ぶ大小の幹支線合計すると三、三〇〇軒に達する。

水運は有効河川に恵まれてをり、その上湖沼を中心として各地産業が發達してゐるので、舟運の利用は比類なき程發展してゐる。

其の他上海を中心とする遠洋沿岸航路の發達は世人の良く聞知する處であり、又自動車、航空機等の交通も近來異常なる進歩をとげ、將來益々充實することは更に言を要せぬ程である。

都市 中支那に於ける都市は揚子江及其の支流に沿つた地點に多く、上海、南京、杭州、蘇州（後記参照）以外を略記すると次の如くである。南昌（三〇萬）錦江流域の物資集散地、九江（十五萬）揚子江中流の中繼貿易港、長沙（五〇萬）湖南省城で農礦産物の集散地、湘潭（三〇萬）江西省西部の中心都市、漢口、漢陽、武昌は武漢三鎮として人口百五十萬を有し支那中部經濟の中心地であり、將來工業都市として大發展を期待される。



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Principal Industries

Agriculture: Of the total rice yield of China, which, incidentally is surpassed only by India, 638,000,000 piculs or 73 per cent is produced in Central China. Though it is produced in all eight provinces, the low-lands along the Yangtze basin form the principal producing center. The output of beans, wheat and other cereals is not so noticeable, but the annual tea production along the Yangtze river reaches some 5,500,000 piculs.

The cultivation of cotton is also carried on a large scale, the annual output of which being around 2,600,000 piculs or one-third of the total cotton production of China. The chief producing areas are Kiangsu, Chekiang and Anhwei provinces. However, since the Central China cotton is of coarse fiber and rather inferior in grade, improvement and increased production are considered urgent problems.

Mining: Iron ore comprises majority of the mineral resources of Central China, the deposit of which being estimated at about 120,000,000 kilogram tons. This is equivalent to approximately 35 per cent of the total iron deposit found in the whole of Chinese continent. Due to favorable geographical position, mines are much more developed than those in North China, but still, its production is just out of infancy, and the annual output is only about 1,500,000 kilogram tons. Next important mineral product is coal, the deposit of which ranging around 680,000,000 kilogram tons. The annual production is said to be about 15,000,000 piculs, or roughly 30 per cent of the total coal production of China. It is believed, however, that the quantity may be boosted considerably if improvements are effected. Fluor spar is also produced in Central China.

Live-Stock: Sheep raising is an important live-stock industry of Central China. The wool output of northern Chekiang and southern Kiangsu provinces was estimated at about 1,200 tons a year. In the recent years, however, many sheep are slaughtered so that the production is said to have declined by 30 per cent.

Fishery: The annual catch of fish, mostly off the coast of Chekiang and Kiangsu provinces, amounts to approximately 25,000,000 yuan. Fresh water fishing is likewise carried on extensively in countless rivers and lakes in Central China.

産業 中支那は地味肥沃、人口周密、水陸交通至便で列國投資の重點であつた爲、支那工業の中樞地帯であり、又經濟の心臟部をなし、支那全土中最高度に開發せられた地方である。鐵産、農産、畜産、水産等重要産業の資源に恵まれてゐる。

鐵業 中支那に於ける鐵産資源の大宗は鐵礦である。長江流域に於ける鐵礦埋藏量は一億二千萬噸に及び全支那埋藏量の三五%を占め、地理的條件に恵まれてゐる爲北支に比し開發は進捗してはゐるが、未だ不充分の域を脱せず年産百五十萬噸は實に微々たるものである。主要鐵礦地區は太平を中心として南山、大凹山、東山、黃梅山、鐘山、釣魚山、長龍山等であり、その他鳳凰山、銅官山、雞冠山、景牛山附近等は未開發であるが、將來甚だ有望なりとの聞えが高い。鐵に次ぐものは石炭であり、江蘇、安徽、浙江三省の石炭埋藏量は六億八千萬噸と謂はれてゐる。主要炭山は太湖附近の西山、長興、宜興及び淮南炭坑、烈山炭坑等である。鹽は兩淮、兩浙、松江の三大地區に於て產出され、年產合計一千五百萬擔に達し全支產額の三〇%を占めてゐるが、猶ほ改良増產の餘地は充分ある。

農業 米 支那は印度に次ぐ米產國である。支那全省の收穫の七三%即ち六億三千八百萬擔が中支八省に於て生産され、吳平野、贛江、湘江の流域、湖廣低地及び巴蜀盆地を主產地とする。麥、豆類、雜穀類は左程著しい產額を有してゐないが、茶は高温多濕の揚子江流域に産し年産五百五十萬擔に達する。**棉花** 年産二百六十萬擔、全支產額の三分の一に當つてゐる。主要產地は江蘇、浙江、安徽の三省で、就中江蘇省は全支第一の產額を有してゐる。然しながら中支那に於ける產棉は纖維短く良品種と云ひ難いので、増產と共に品質の改良が急務とされてゐる。

畜産業 の大宗は羊毛である。浙江省北部及江蘇省南部に多く、羊頭數百萬、羊毛年産二百萬斤と稱せられるが近年胎内小羊皮の需要多く妊羊を屠殺する爲羊毛剪取は三割減を來してゐる。

水産業 江蘇、浙江省の沿岸は漁場として豊富な漁獲高をあげ年産約二千五百萬元に達する。又中支那は河川湖沼多く淡水魚乃至養殖魚も多量に產出される。

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Shanghai, which became possibly the most cosmopolitan city in the world almost overnight, is situated on Latitude 31° 14' North and Longitude 121° 29' East.

As far back as 1015, when the name of Shanghai first appeared in written records, the city has been regarded as important as a natural outlet of products in the interior of the Yangtze valley. Between 1360 and the middle of the 16th century, Shanghai suffered from ruthless pillage and ravage by pirates, but the city nevertheless spread and flourished.

After years of skirmishes, battles and endless troubles in China, a revolution broke out in 1911, putting an end to the Manchu Dynasty and to the four-thousand-year old power of the God-Emperor in the Forbidden City of Peking. The unity of the country disappeared completely and more internal strife occurred but Shanghai, all these years, managed to remain unaffected, and continued to grow and prosper despite the first World War.

Today the skyline that marks Shanghai's waterfront is decidedly Western in appearance and most strikingly impressive—an effect due in part, perhaps, to its contrast with the flat alluvial plain rather than to the actual heights of the buildings. The wide Bund, which throbs with the kaleidoscopic march of motors, electric trams, and other traffic, extends along the waterfront where boat trackers once beat a narrow foot-path. This is the chief business district, presenting also a striking sight with its imposing array of fine commercial establishments. At the northern end of the Bund is the Garden Bridge, spanning Soochow Creek, which separates downtown Shanghai from the Hongkew district.

Retracing the way northward along the Bund is the Foochow Road, and to the west, just before it terminates at Thibet Road, the center of entertainment for Chinese. Proceeding beyond Honan Road, there is a very picturesque Chinese section with its gaily decorated banner-dressed tea houses, restaurants and hotels. Several leading Chinese theaters are in the vicinity. The City is also provided with parks and gardens where people may enjoy a day's outing. A drive over an excellent short circuit of fine road into the countryside known as the Rubicon Road is very inviting. On the wide streets are window displays worthy of

上海 世界第一の國際都市であり又各國勢力の角逐場として、大東亞戦争開戦前迄は洵に特異的存在であつた上海も、約百年前英國が阿片戦争の結果こゝを自由貿易港として開港する迄は、元時代より江南の産物特に米を北京に積出す港であり又それ以前は吳淞南岸に寒煙瀟條と立ちのぼるさゝやかな漁村であつた。

英國の野心的で且積極的な投資は、一漕米の中心地でしかなかつた上海を己が權益下に置くと共に、支那の内亂を超越した安全な場所とした。従つて支那各地の財閥は此處に蟄集し新興浙江財閥を産み、是を廻つて世界列強の資本的進出となり遂に百年ならずして、支那に對する勢力扶植の策源地大上海が出来上つたのである。

上海は揚子江とその支流黃浦江の合流點吳淞より溯る事二〇軒、黃浦江の北岸に沿つて長さ約十五軒に亘つて位し、面積は八百六十平方軒の廣大に及び人口は四百五十萬の龐大に達する大都市である。

上海は支那最大貿易港として年々全支貿易額の過半を占めてをり、その良否は海關收入と共に支那貿易全般に大影響を及ぼしてゐる。昭和十四年に於ける上海貿易の總輸出入額は九億元に達し、全支貿易十七億元に對し五一%を占めてゐる。輸入品の主なるものは綿布、棉花、石油、金屬類、機械、砂糖等で、米、日、英、獨の順となつてをり輸出は茶、生絲、卵製品、桐油、皮革等で矢張米、日、英、獨の順である。貿易に順應して商業も全國に超絶し、世界各國の商品は多數の外支商人の手を通じて上海の市場に流入し、世界商品のダンピング市場として名高い事もあつた。

工業的にも上海は支那の中心地として内外の資本が集中して、紡績、製粉、煙草、燐寸、電器等の輕工業が盛んである。殊に紡績は邦人資本に依るもの多く全支の八割の紡績数を有し事變前から隆盛をきはめてゐた。

國際都市として永年英米人の思ふ儘となり一時は頹廢的生活のメツカであつた上海も、支那事變、

Broadway Mansions Hotel SHANGHAI

Situated at the crossroads of luxury and economy in a location which is within quick striking distance of both commercial and social centres of interest, Broadway Mansions Hotel faces due south. This exposure affords an uninterrupted view of the entire Bund and a far-reaching panorama of the river and city.

Every aspect of Broadway Mansions Hotel is a pleasing one, whether it be the service, the location, cuisine or the appointments. The Hotel is entirely modern, having been opened in 1935 and comprises 200 rooms and suites, all with private and up-to-date bath and shower.

From the richly decorated lobby leading to the roof gardens which are tastefully arranged verdant beauty spots high above the street, a luxurious yet inviting atmosphere prevails. Spacious elevators swiftly and silently convey guests to any floor. The dining room is situated on



A double room overlooking the British Consulate grounds. Note that during the day all rooms in the Hotel are sitting-rooms.



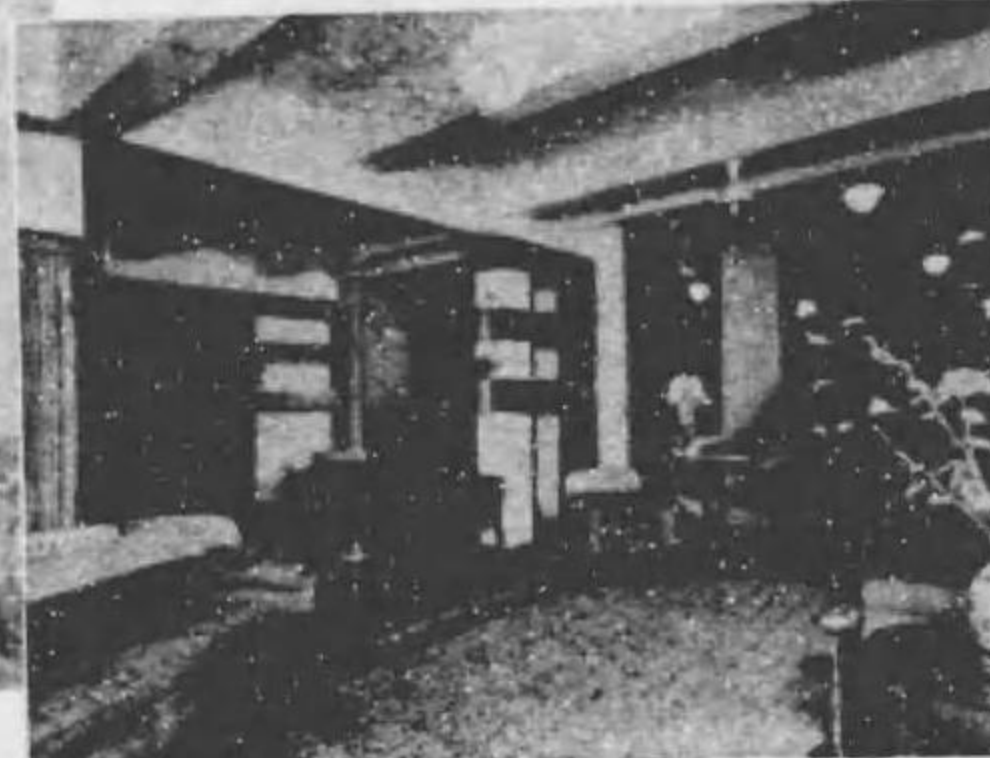
A corner of a single room on the tenth floor obtainable with either a northern or southern exposure.



The Entrance Lobby and Reception Office where foreign clerks receive new arrivals and attend to all enquiries.



A section of the large lounge situated on the ground floor adjacent to the Entrance Lobby.



Another view of the cool and spacious lounge and a favorite corner for the evening cocktail.



Sitting-room of one of the Suites situated on the 13th, 14th and 15th floors overlooking the Bund and Garden Bridge.

this section of North China, guests are assured of cooling breezes during the hot season.

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A view from a Suite on the 18th floor looking south and showing famous Soochow Creek

the first floor which is pleasingly decorated and has novel lighting treatment.

All rooms in the Broadway Mansions Hotel are delightfully furnished with every modern comfort and convenience.

Magnificent views are afforded from the spacious and plentiful windows, and, as these windows face the prevailing south winds of

the best in the East; on cross-streets shops are hung with bright-colored flags, covered with Chinese ideographs telling of bargains, sales, and the nature of the goods supplied.

Nanking Road, which stretches westward from the Bund, is the main business center of Shanghai, on which are situated large foreign and Chinese department stores and shops. The Public Recreation Grounds, at the junction of Bubbling Well and Nanking Roads, contain a golf course, tennis courts, polo, baseball, and cricket fields, in addition to the well-known race track.

Fifteen minutes' rickshaw ride from the hotel district is the Chinese City. Literally thousands of small shops, selling everything under the sun, from gem jade and diamond jewelry, to bamboo back scratchers and hedgehogs. The narrow lanes are named after the wares they purvey, such as Bird Street, Ivory Street, Brass Street, Furniture Street, Grasshopper Street, etc.

Close to the Hsin Peh-Men (North Gate) Road is Woo Sing Ding, a tea house about 300 years old, often pointed out as the celebrated "Willow Pattern" plate. In this neighborhood are the Zung-Wong-Miao, a temple dedicated to the tutelary god, and the Sang Von and Wen Chen Ding temples. The Doo Kay Say Garden and the Mandarin's Garden, both close by the tea house, are well worth a visit, as are the bird markets, the Bazaar, and an amusement palace called the "Little World."

Numerous Japanese hotels, stores and restaurants are found in an area contiguous to the Hongkew market, particularly on Woosung and Boone Roads where native aspect is decidedly conspicuous. The Yangtzepoo district, extending from Broadway to the Point, is the most important industrial section of Shanghai where many of the principal wharves, silk and cotton mills, engineering works and warehouses, power, gas and waterworks companies are located.

The Nippon Commercial Union, Ltd. (Shiroki Jitsugyo Koshi): The Union, having many branches in Central and North China, contributes greatly toward stabilizing supply and demand, at the same time, bringing the Japanese and Chinese peoples closer together by means of commerce.

The Daimaru Yoko, apart from managing department stores in many busy parts of Central China, operates factories in Shanghai and Soochow to produce export goods.

Amusement: Classical concerts are given at the leading hotels while many cinema houses

新國民政府の施政、大東亞戦争等の影響を受けてその面目は一新され今日では健康な都市として、揚子江流域の資源開発の原動力たる可く、華々しい復活をしつゝある事は吾人の良く知る所である
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with up-to-date equipments and facilities are showing interesting films produced in Japan and other Axis nations. Greyhound and horse racings are also a very popular pastime in Shanghai. The Hai-Alai, a game that requires great strength and agility—played in pairs by batting the ball against a far away wall using the peculiarly shaped basket strapped to the wrist—is an innovation to the average tourist.

HOTELS: Shanghai offers ample hotel and hotel-apartment accommodations, with a wide variety of locations and tariffs. Among them are Broadway Mansions Hotel, Cathay Hotel, Park Hotel, Palace Hotel, New Asia Hotel, Aster House Hotel, New Shanghai Hotel, Metropole Hotel and many others.

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The Broadway Mansions Hotel, at the heart of the Central District, is one of Shanghai's newest hotels which is ultra-modern throughout. It is under the management of the Shanghai Heng Chan Co., Ltd. (The Shanghai Kōsan K.K.).

The **Cathay**, another luxuriously appointed hotel situated at the corner of Nanking Road and the Bund, commands an unsurpassed view of the Whangpoo River and the City. It is really "a home away from home", ably managed by the Kyoto Hotel, Kyoto, Japan.

The **New Asia Hotel** is a modern eight-storied building at the center of North Szechuen and Tiendong Roads. The Hotel is under entirely new management, and everything has been organized and designed to suit the most discriminating taste.

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The **Palace Hotel**, now under Japanese management, commands a splendid view of the Whangpoo River. It stands in the very focal center of Shanghai's down-town shopping, banking and social life district.

Harbour, Shipping Facilities and Public Utilities

Due to Shanghai's favorable geographical location, it was inevitable that the city should ultimately become a great commercial center. The harbor has sufficient space to accommodate some hundreds of vessels simultaneously. Loading and unloading are done entirely by coolie labor, except in the case of some companies which use mechanical apparatus. Ships may not moor with their own anchors in the harbor and pilotage is not compulsory.

The spacious harbor has a sinuous contour, with many bends, and on both sides are wharves and floating pontoons. There are three kinds of storage sheds near the waterfront, large modern warehouses or godowns on the property, and open storage. The total capacity of godowns and sheds in the port area is estimated by the Customs at several million tons of cargo. Goods are transported from the transit sheds into distant warehouses by motor trucks and handcraft.

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settling tanks, and is then passed partly by gravitation or a further stage of pumping into the filtration system. The Whangpoo River is one of the most turbid and polluted source of water supplies in the world, but the standard of purity eventually obtained is as good as any in the rest of the world.

Gas: Gas for lighting was first produced in November, 1865. At that time, the rate was \$4.50 per 1,000 cu. ft., and there were 58 consumers, and 8 kilometers of mains. The price is now considerably reduced, and there are nearly 101 kilometers of main serving the whole city.

Industries of Shanghai

The spinning industry in Shanghai leads all others including silk reeling, silk weaving, knitting, silk lace, flour milling, rice milling, cigarette making, candles and soap making, match, egg and cold storage, waterworks, petroleum, tea, sugar, salt, provisions, ship-chandlery, coal, engineering and construction.

Shanghai was, and still is, the center of the Chinese industrial activities as the following table shows. (These figures show only the leading factories in Shanghai, so the actual number is believed to exceed this figure):

The Number of Factories in Shanghai*

Cloth Factories	506
Silk Weaving Factories	434
Cosmetic Factories	357
Weaving Factories	265
Machine Factories	231
Iron Foundries	173
Dyeing Factories	137
Biscuit Factories	82
Woollen Textile Mills	52
Glassware Factories	48
Silk Filature Mills	42
Toy Factories	38
Soap Factories	34
Cigarette Factories	24
Sauce Factories	24
Nail Factories	23
Rubber Factories	22
Cotton Mills	22
Thermos Flask Factories	19
Electric Fixture Factories	18
Shipyards	15
Porcelain Factories	13
Leather Factories	11
Tin Factories	11
Peppermint Factories	10
Oil Factories	8
Flour Mills	7
Chemical Factories	6
Iron Works	6
Timber Mills	6
Match Factories	5
Paint and Lacquer Factories	5
Paper Mills	4

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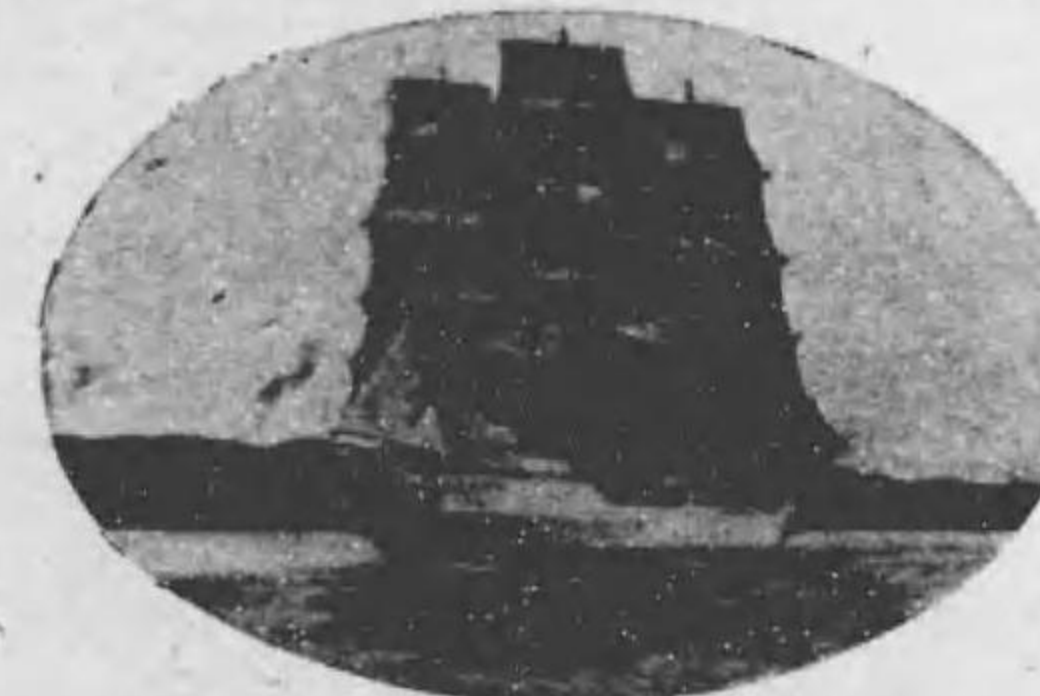
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Aluminium Industry

Aluminium has come to play an important part in the phenomenal growth which China's industries have undergone, particularly in the past decade. The demand for aluminium products assumed such proportions that the Swiss aluminium industry, pioneers in the technique of foil rolling, decided to establish a rolling mill in Shanghai, and in 1932 the CHINESE ALUMINIUM ROLLING MILLS, LTD. was organized.

This large modern factory produces from commercially pure aluminium, flat sheets, coiled sheets, circles and foil, which products have found a rapidly increasing market in Shanghai as well as other parts of China. The factory turns out a variety of products which ranges from thick aluminium sheets such as those required for motorcar bodies or large industrial containers to the finest of aluminium foil such as that for wrapping butter, ice-cream, chocolates, candies and soap.

The uses to which aluminium may be put are many and varied, and the growing popularity of this metal may be attributed to

its many unique mechanical and chemical properties such as, strength, lightness and resistance to corrosion. Whereas the original applications in China were confined almost exclusively to aluminium foil for the cigarette industry and to a limited volume of cooking utensils, the present day applications are much more diversified, and there is hardly an industry which does not have a use for aluminium, whether its activity is manufacture, transportation or sales.

Aluminium Foil, being moisture- air- and light-proof, has become universally adopted by cigarette manufacturers for the packaging of their products. It makes an ideal wrapper since it maintains the flavor and moisture of the cigarettes, at the same time preserving their purity, taste and freshness. Aluminium foil protection is indispensable particularly in sub-tropical and tropical regions, where the climate has an adverse effect on the delicate flavor of tobacco.

When normal conditions prevail once more in East Asia, aluminium will contribute much toward the general industrial reconstruction.

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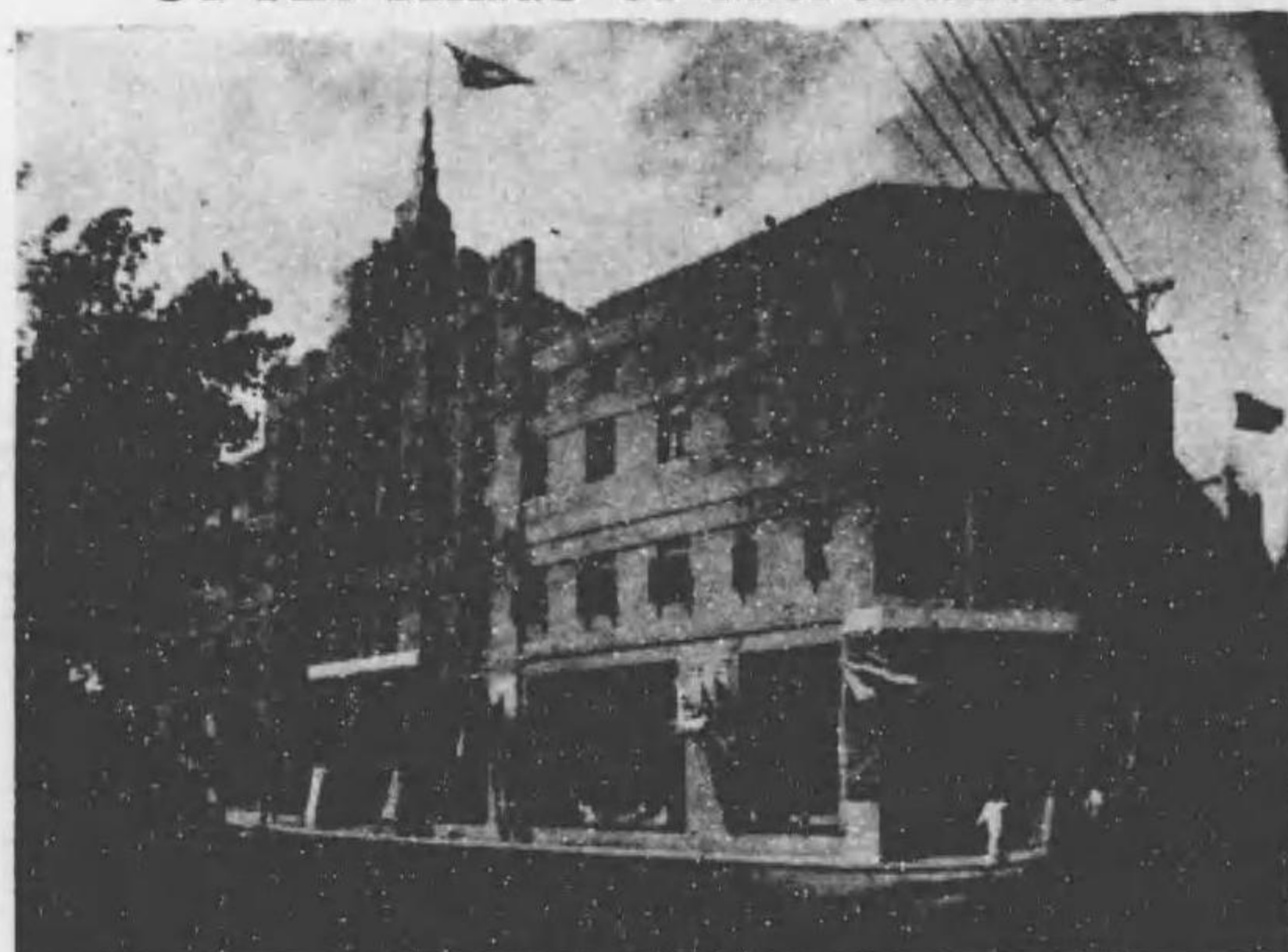
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Among the outstanding industries of the East, the tea packaging industry will provide great possibilities for aluminium. The China tea trade has already adopted the use of aluminium foil as linings for tea-chests. Inasmuch as aluminium is non-poisonous and non-contaminating, the tender tea leaves are kept pure and fragrant. Another major industry in which aluminium will play an important part is the rubber industry. All types of rubber manufacturing equipment such as coagulating tanks, latex cups, etc. are made of aluminium.

It may be said, therefore, that although aluminium has already received an enthusiastic welcome from the industrialists, the possibility of continued growth upon the return of normal conditions is indeed promising.

Cotton & Textile Industry

Business conditions of the cotton mills in Shanghai have undergone steady improvement during 1940. In January, the same year, there were 60 cotton mills, of which 19 were Chinese, 37 were Japanese and four others, with a total of 2,100,000 spindles. In March, the number was increased to 62, with a total of 21,123,000 spindles. As for weaving machines, Shanghai

had a total of 26,000 in March, 3,700 of which were Chinese, 18,800 Japanese and 3,600 others. In January, these cotton mills produced 110,000 bales of cotton yarn, in February 90,000 bales and in March over 110,000 bales.

The rapid development of the printing and dyeing industries, said to have been first established about 25 years ago, has been greatly influenced by the textile industry. The requirements of the textile industry are amply met by several large dyeing plants established within the last few years. Together with the rapid development of the knitted goods industry since then, an increase has taken place in the number of large and small factories.

Tobacco, Cigarette and Match Industries

There are more than fifty Chinese-owned tobacco factories in Shanghai, 14 of which produce more than one million yuan worth annually. Among tobacco factories of all nationalities in Shanghai, the largest and oldest is the Yee Tsoong Tobacco Distributing Company, whose products are marketed all over the country, and are said to equal in quantity

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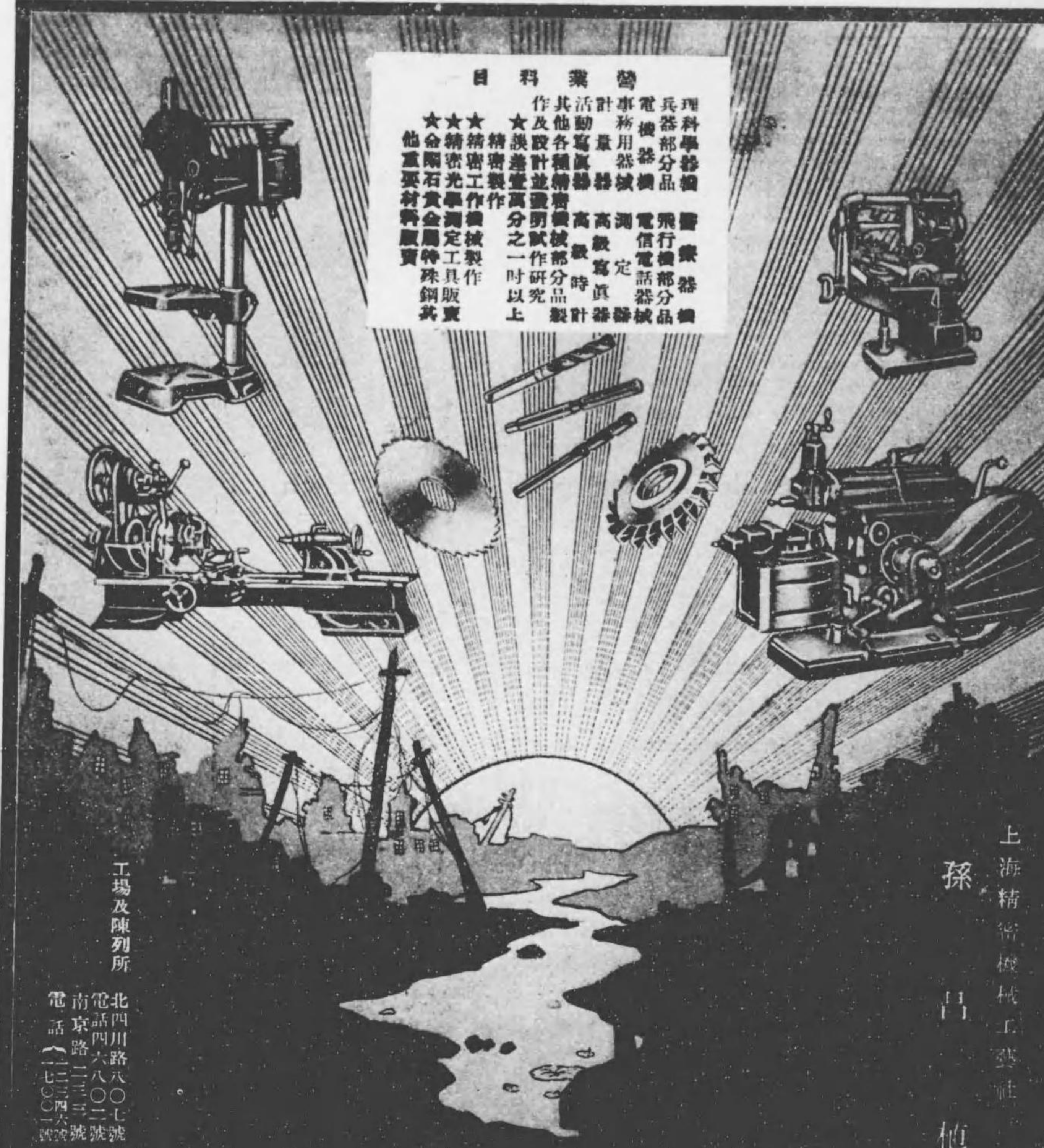
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and value the products of all Chinese tobacco factories put together; the Toa, a Japanese firm, is also very influential. Cigars, as in the case of cigarettes, are made almost exclusively in Shanghai, since the consumers are mostly in Shanghai.

Matches with yellow phosphorus are no longer made in China for reasons of health and they have been replaced by safety matches for more than ten years. The following are the five Chinese match factories in Shanghai, with their capitalization given in parentheses: Chungkuo (160,000 yuan), Huaming (150,000 yuan), Taming (50,000 yuan), Tahua (50,000 yuan), and Tachunghuo (3,650,000 yuan). While the wood used in making match-sticks is produced in Szechwan, Kansu, Honan, Shensi, Liaoning, Kirin and Heilungkiang Provinces, much of it is still imported from Russian Siberia and Hokkaido in Japan.

Egg Industry

Eggs are sent by railway and steamer from the producing areas to Shanghai, Tsingtao, Tientsin and Hankow where modern, sanitary cold storage plants have been established for the freezing, preserving and the drying of eggs.

Export eggs are classified as follows: (1) Frozen in tins, shell removed, (2) Dried, (3) In a natural state, preserved only by refrigeration, (4) Liquid egg, preserved by chemicals.

China's egg trade during the past ten years has had many difficulties to contend with. Heavy protectionist tariffs have been laid down in America. France imposed certain quota restrictions for eggs while other countries imposed tariffs and quota restrictions. During the years 1938 and 1939, the high production costs of the Chinese frozen eggs made it possible for various European countries to undersell Chinese eggs. However, as the industry is one of the most widespread in this great farming country, it should be very much worth while fostering it in every possible way.

In 1937, there were 12 Chinese-owned egg plants in Kiangsu Province, of which Shanghai accounted for two. There were others owned and operated by foreign firms of French, German, Belgian and other nationalities, located in Tientsin, Tsingtao, Hankow, and Shanghai.

Tea Industry

Tea is grown extensively in Fukien, Kwantung, Kiangsi, Kiangsu, Chekiang, Anhwei, Hunan, Kwangsi, Yunnan, Kweichow, Hupeh,

Szechwan, Honan, Shensi, Shantung and Kansu. The northern provinces are unimportant, as 95 per cent of the whole tea crop is produced in the twelve provinces of Central and Southern China. Owing to its fine quality, moderate price, low cost of transportation and other advantages, the Chekiang product is generally preferred to all others by tea factories, and of Chekiang tea, that produced in Huchow and Anchi is considered the best. At one time, China had a monopoly of tea production, and as far back as 1867, the export tea of to foreign countries was 1,300,000 piculs (175,700,000 lbs.), and Canton was the first great tea shipping port, followed by Amoy and Foochow.

The classification of Chinese tea by color and quality is as follows: **Black:** Flowery Pekoe, Orange Pekoe, Pekoe Souchong, Souchong Congou; **Broken Black:** Broken Pekoe, Pekoe Dust, Broken Mixed Tea, Broken Souchong, Broken Leaf, Fannings, Dust; **Green:** Gunpowder, Imperial Hyson, Young Hyson, Hyson Skins, etc. Oolongs come from Foochow and Formosa. Brick tea is still manufactured at Hankow for the Russian and Tibetan markets. Chinese teas have very little tannin, 12-18 per cent, which renders them valuable.

About fifty tea factories have been in operation in Shanghai in recent years. The locally prepared tea in Shanghai is mostly exported to foreign markets. Popular with foreign consumers have been "Congou" black tea, "Young Hyson" green tea and "Gunpowder." On the domestic market, the tea produced in Chimen and Wuyuan commands the largest sales. The domestic Chinese consumption of tea is about 500 million catties per year (one catty equals 1-1/3 lbs.), 62 per cent of which represents green tea.

The following table shows the important countries to which China exported tea during the period under review. Only such countries are recorded whose export figures are higher than 1,000 quintals:

	1937	1938	1939
			Jan.-June
Algeria	15,130	14,041	2,829
Burma	8,788	7,208	12,031
France	8,028	3,284	431
French Indo-China ..	1,114	546	1,356
French West Africa ..	3,134	2,922	1,372
Germany	3,723	4,695	26
Great Britain	56,969	9,023	1,014
Hongkong	41,075	239,099	47,919
Macao	1,074	1,920	3,234
Morocco	74,952	77,537	13,325
Philippine Islands	922	655	302
Straits Settlements ...	5,859	3,589	1,346
Tunis	4,646	4,214	1,038
U.S.A.	32,972	21,660	1,069
Russia	98,661	2,409	—

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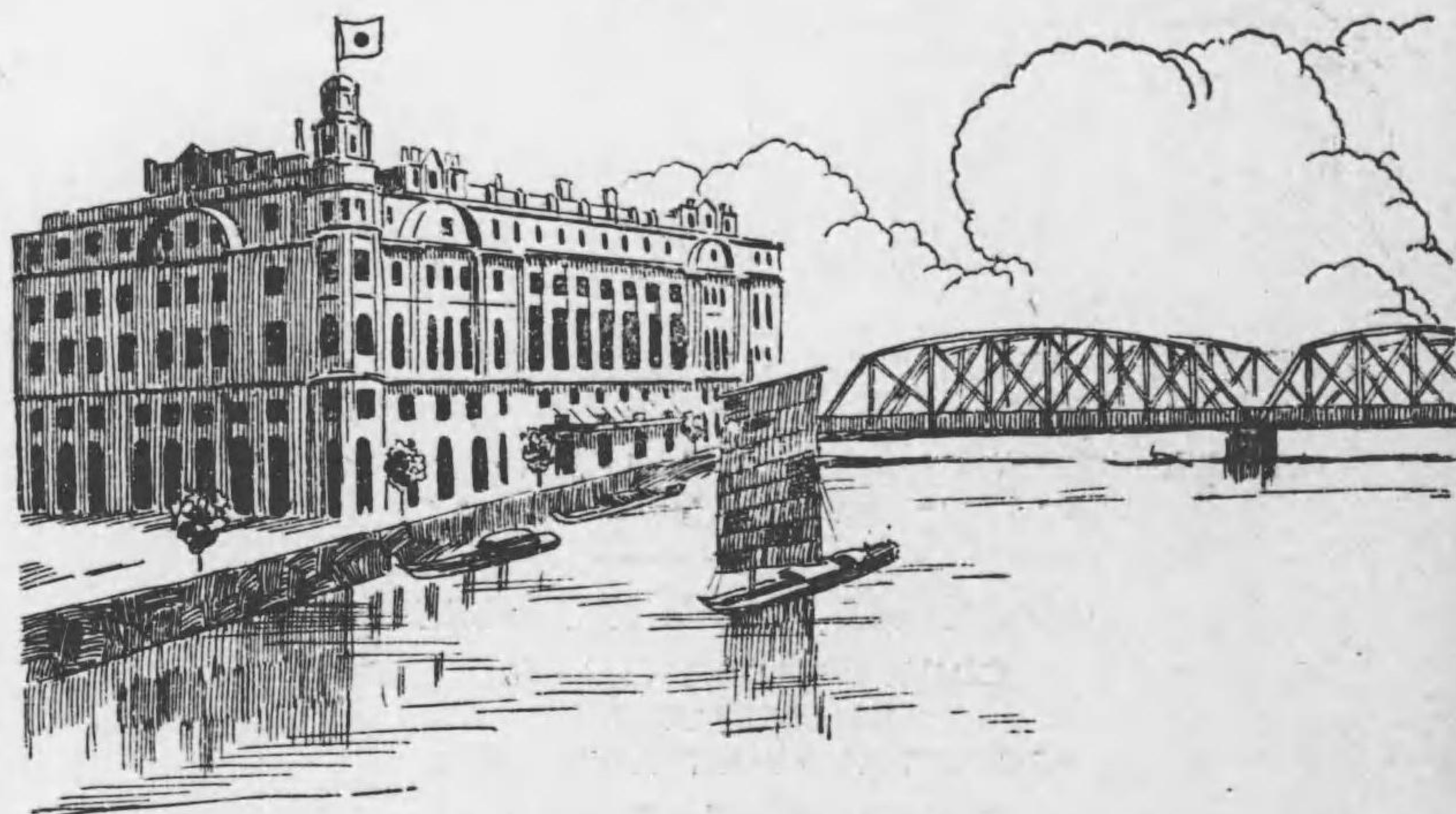
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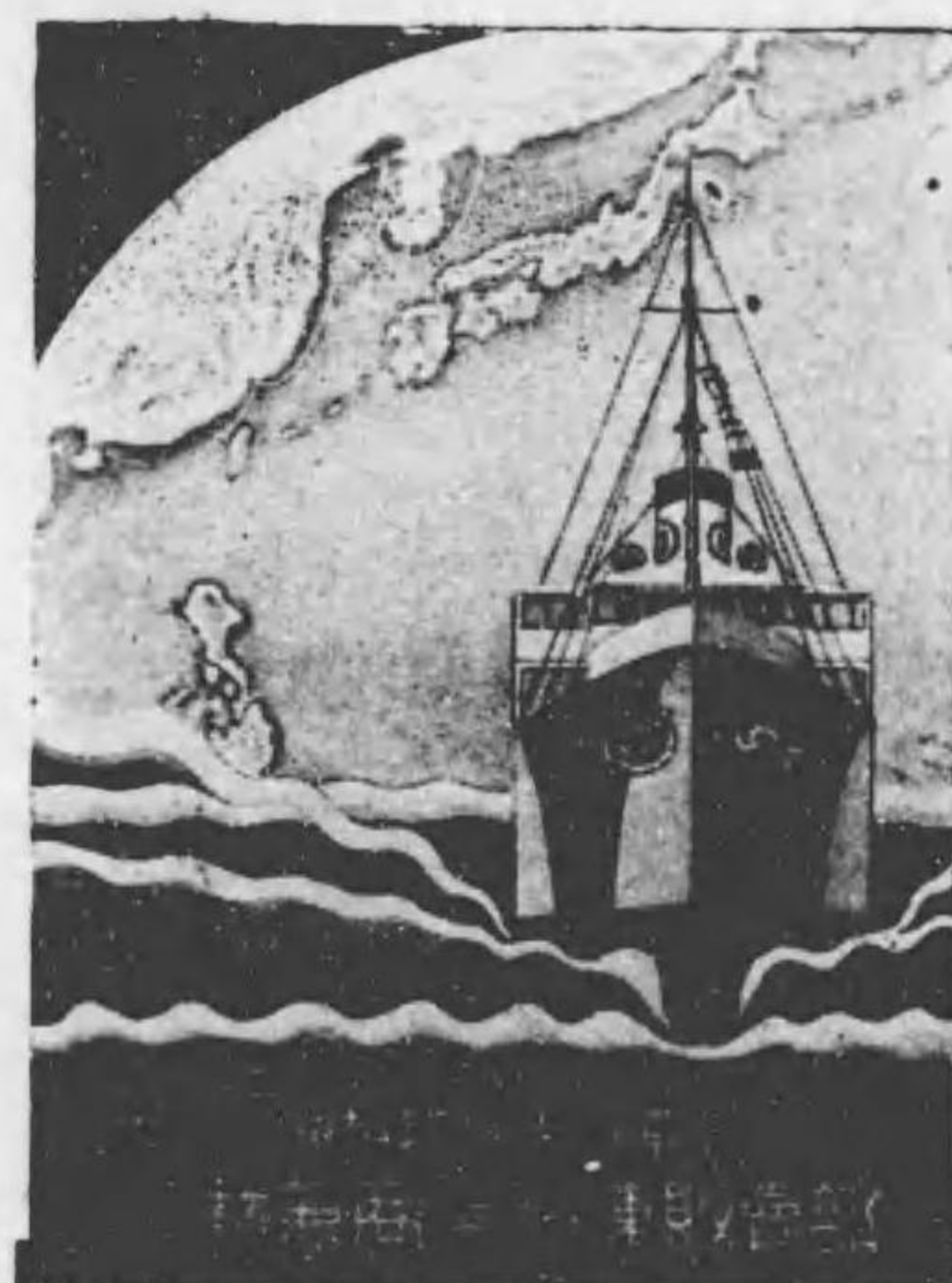
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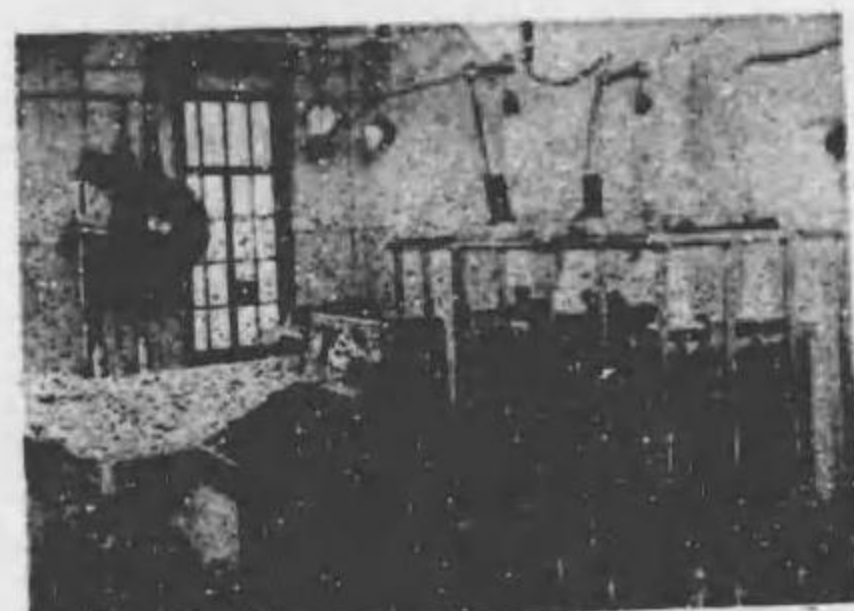
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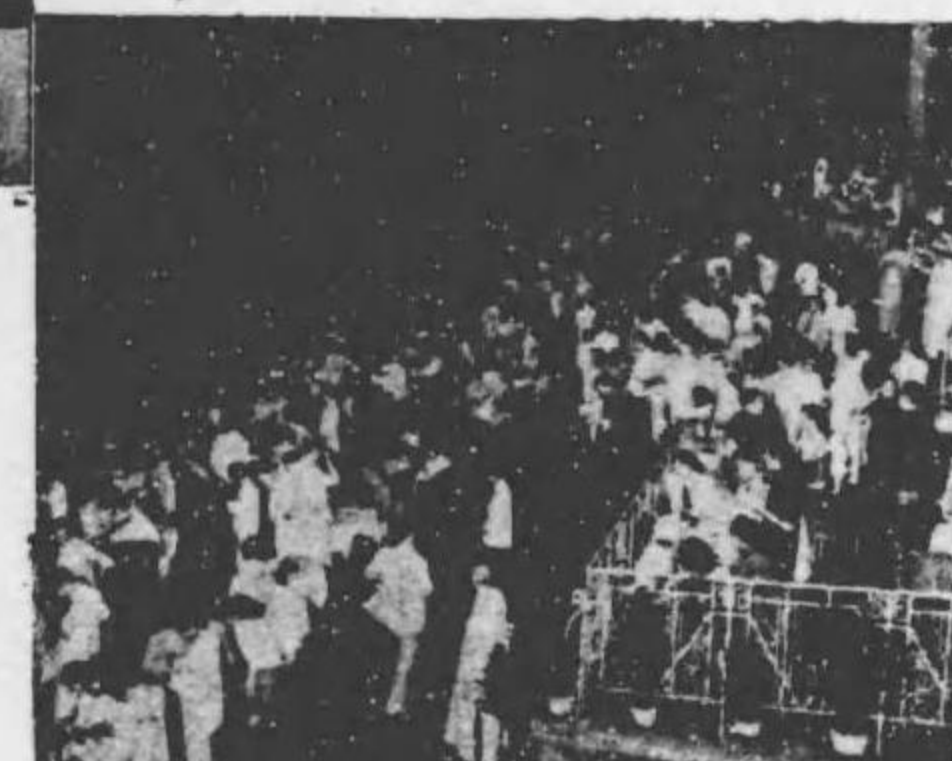
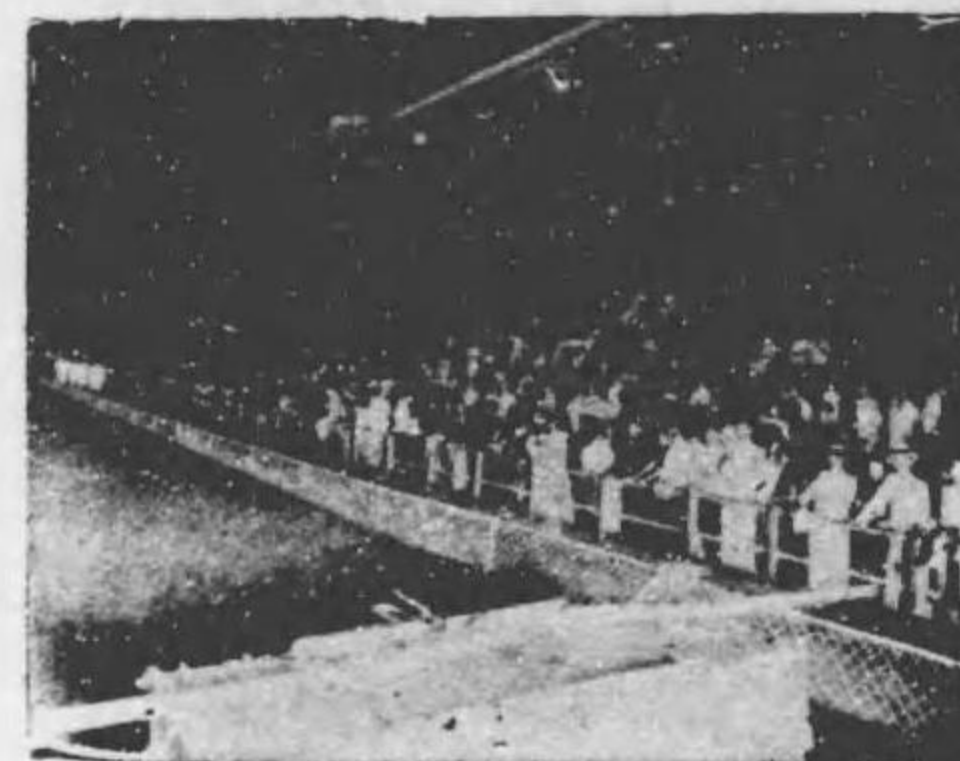
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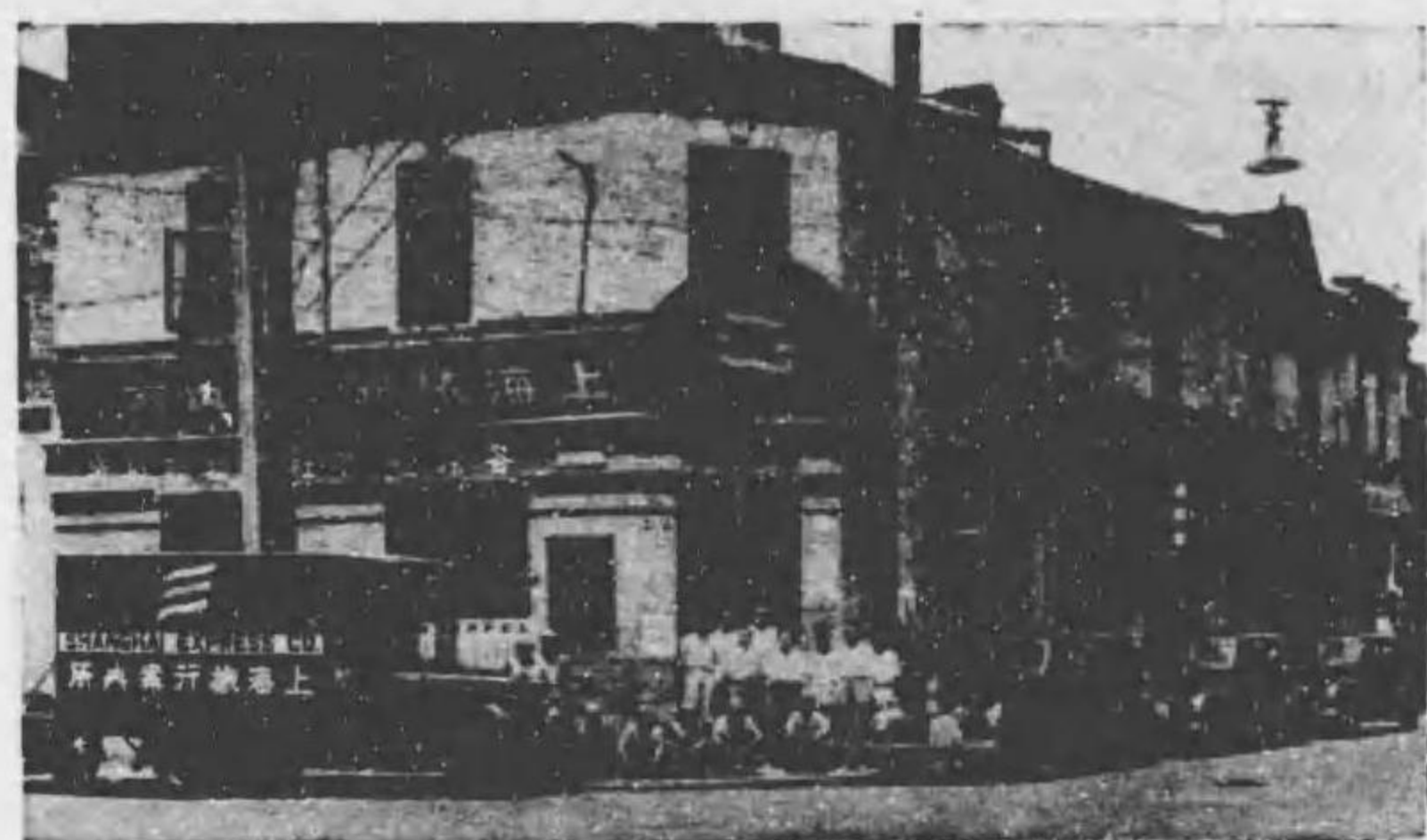


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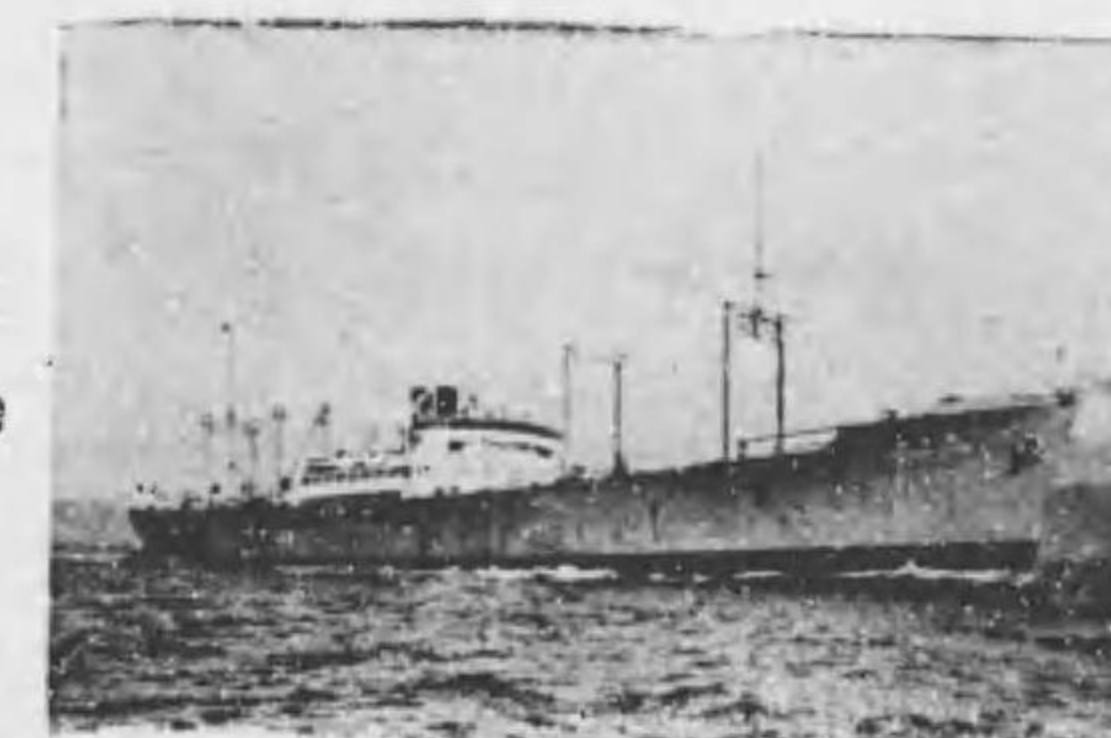
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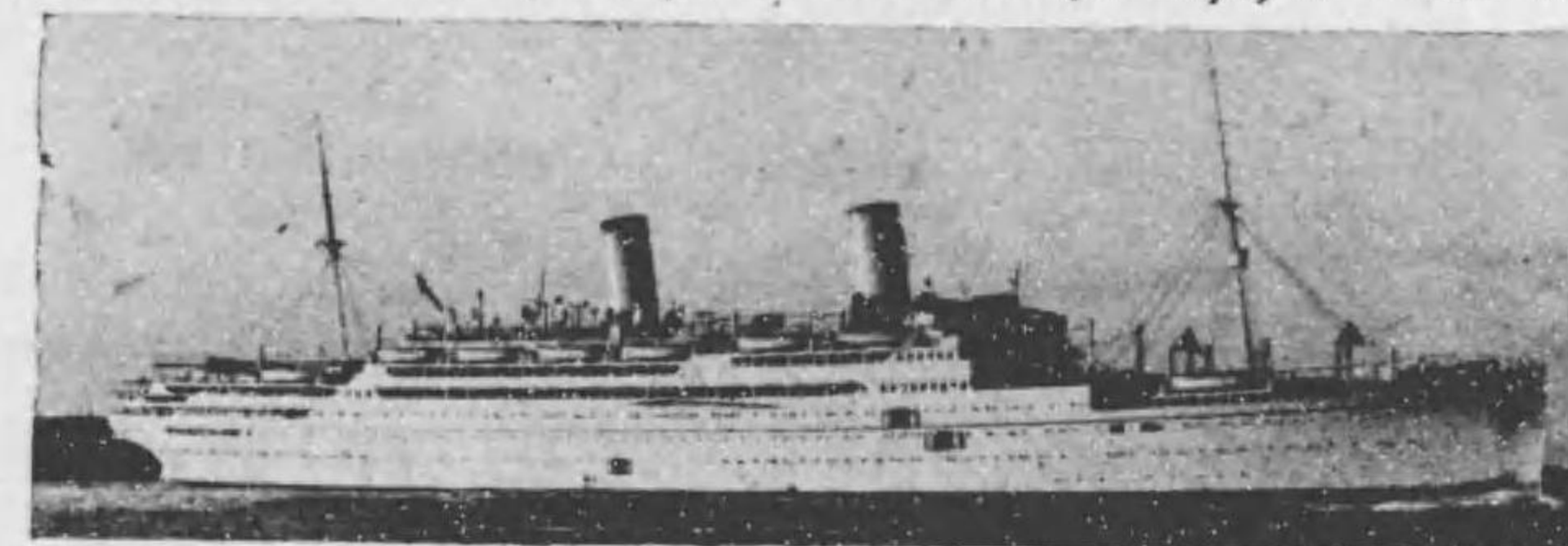
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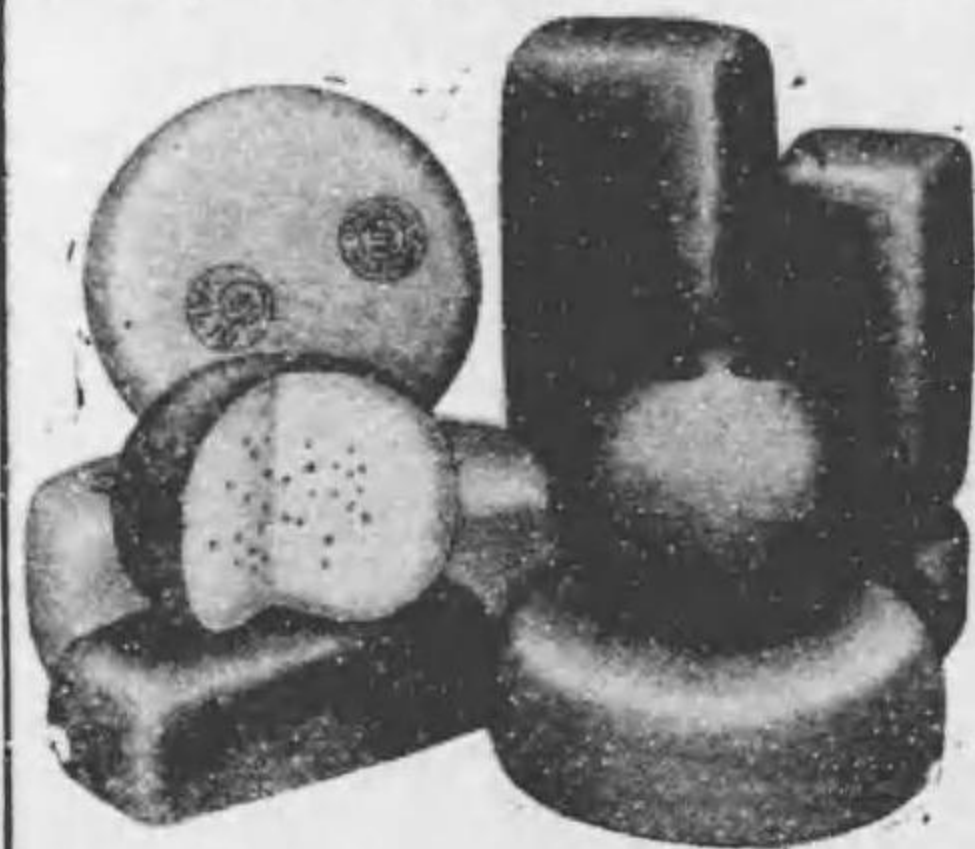
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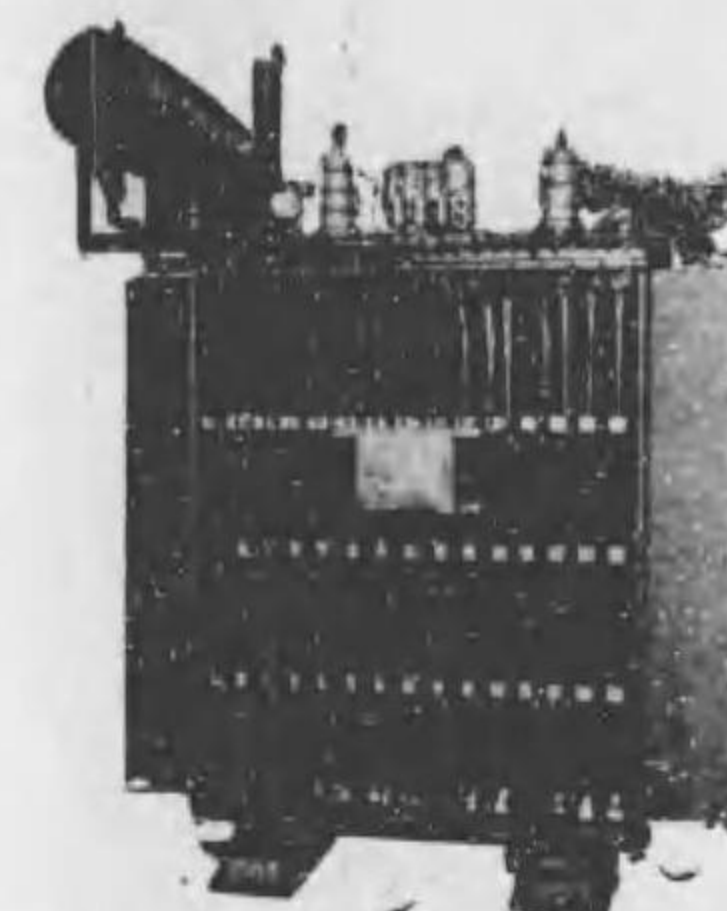
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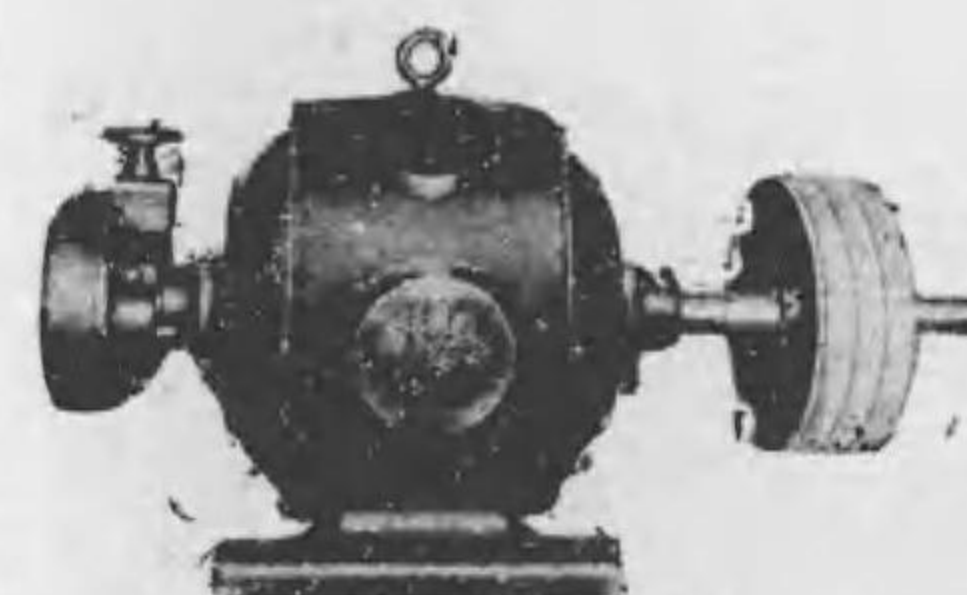
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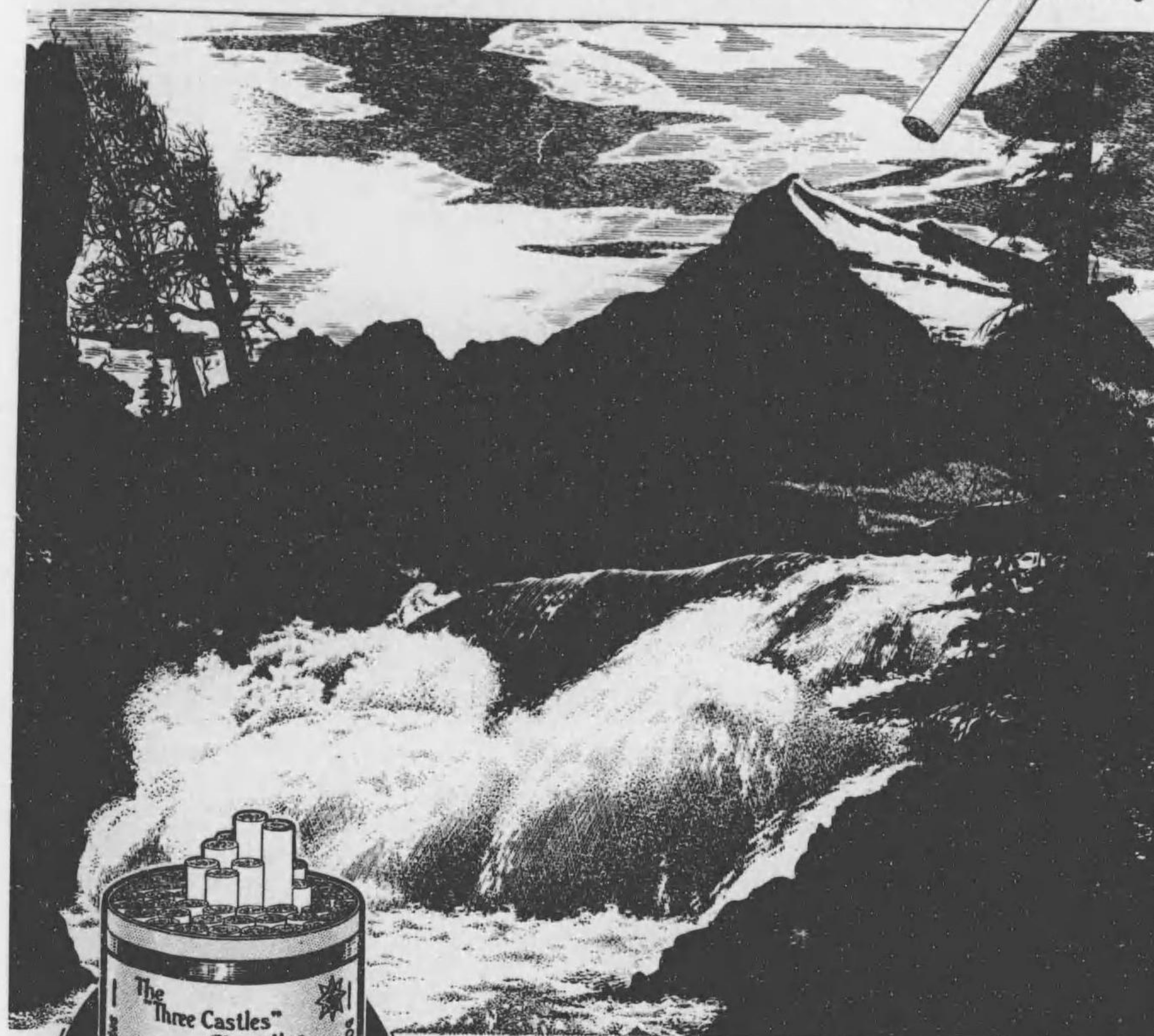
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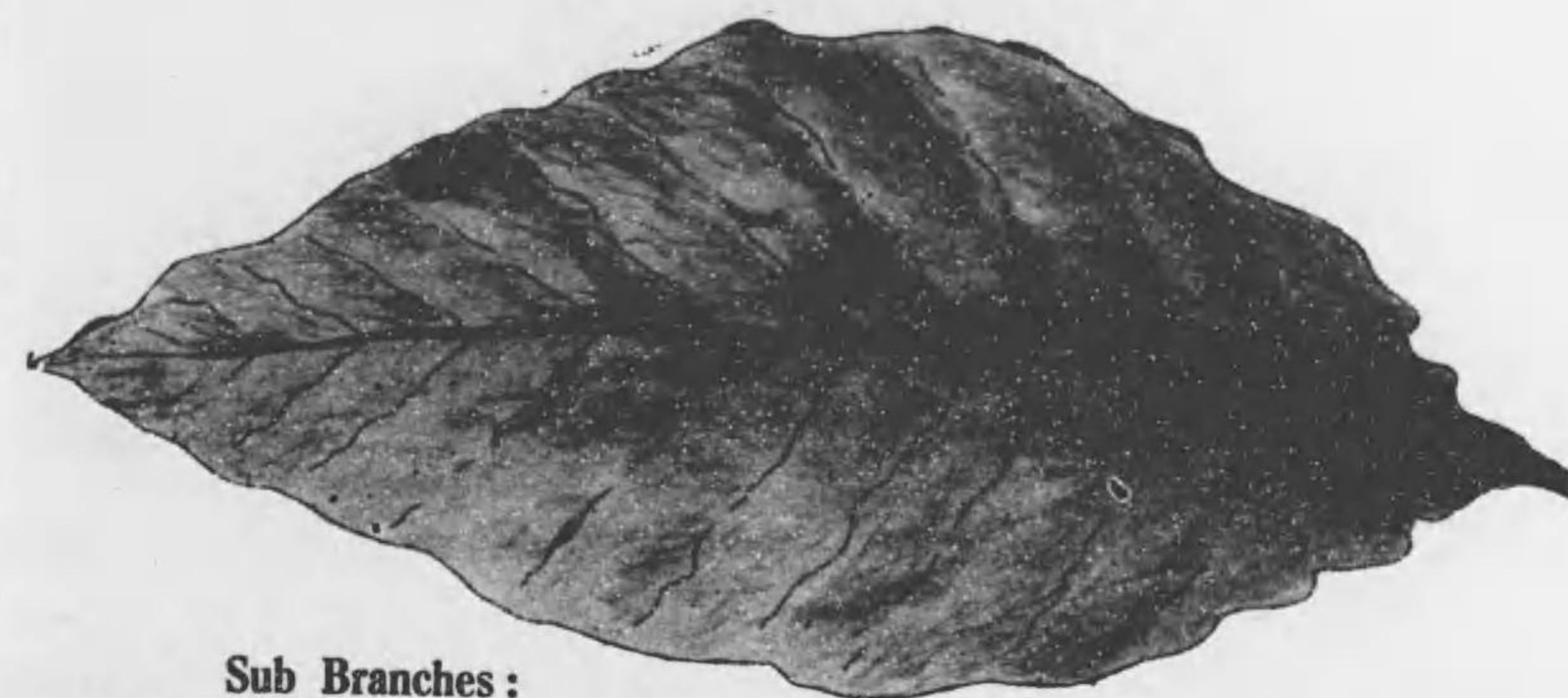
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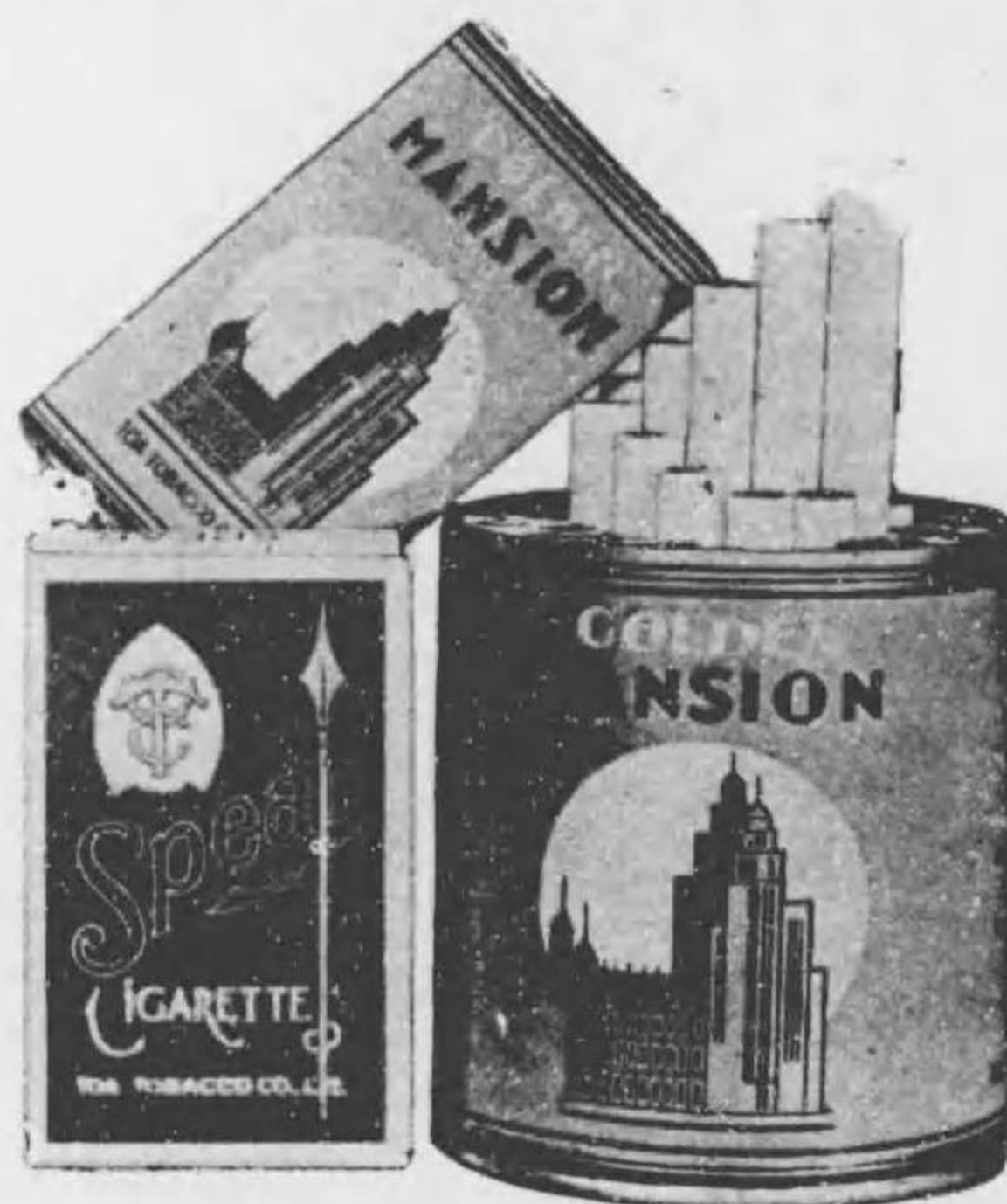
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Ming Ku-kung is the site of a place built by the Emperor Hung Wu-ti (1368-1398). A bridge over a stream, a small building and a monument to Fang Hsiao-ju, a noted scholar, are all that remains of the buildings and walls.

Pe-chi-ko, inside the city walls, marks the site of an astronomical observatory which stood there in the time of the Yuan and Ming Dynasties.

Chi-ming-sz, a two-story temple on the east side of Pe-chi-ko, is a favorite resort, the distant view including Ming-hsiao-ling or Imperial Tombs and Mt. Tsung-shan.

Ching-liang-shan is a large, splendid temple, surrounded by walls. Visitors are not allowed to enter by the main gate but by a side entrance.

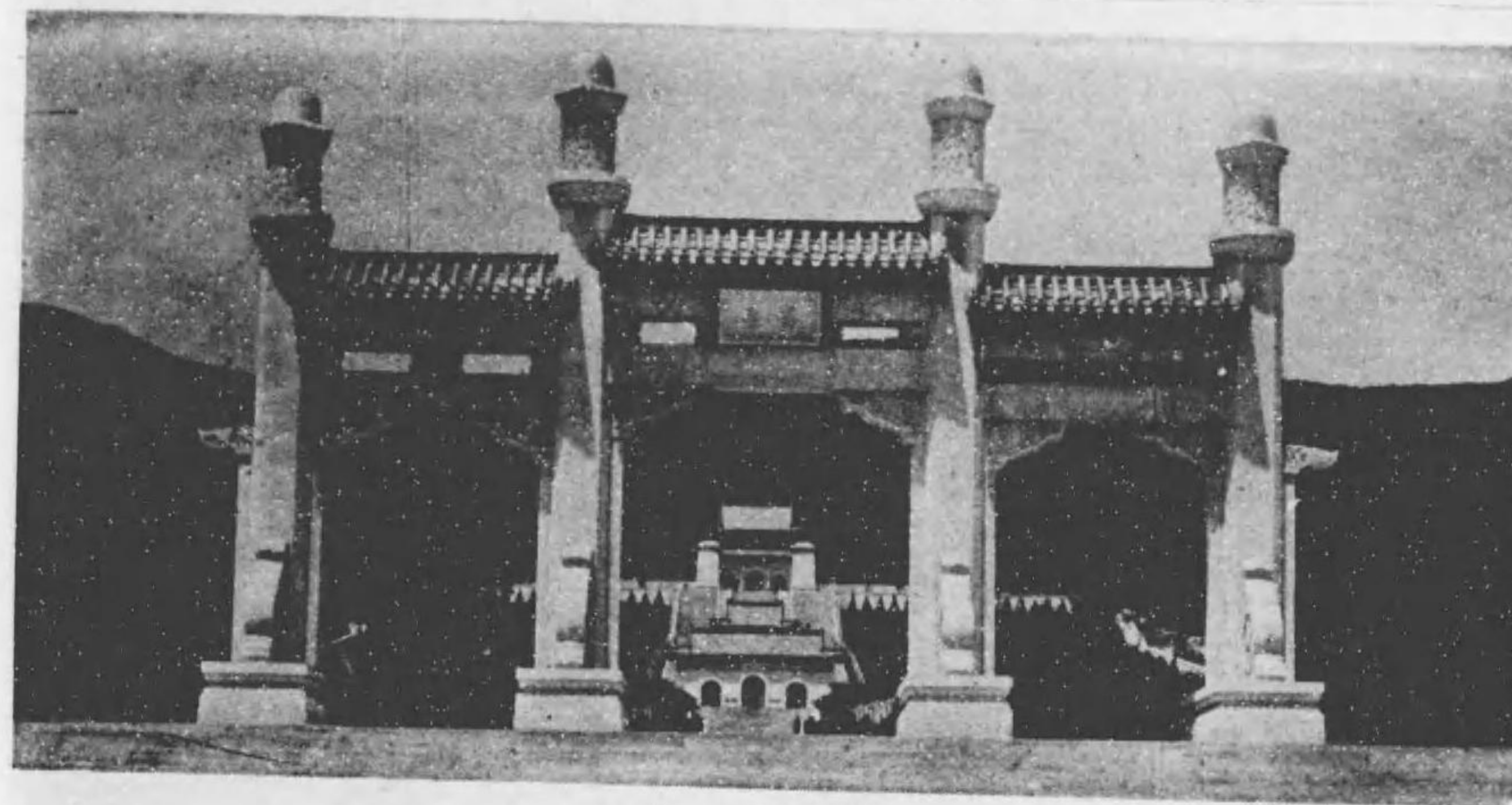
Ming-Hsiao-ling is the tomb of Emperor Tai-tsu, or Hung-wu-ti, founder of the Ming Dynasty, and his consort, Ma-Huang-hou. The foundation stones of one of these buildings, just in front of the main entrance are fit reminders of the splendid structures which once adorned the place. Stone figures of men and horses along the entrance pathway are works of great skill and artistry.

Changshan-ling, the tomb of Dr. Sun Yat-sen, is a colossal white stone building. The

南京は中支那の幹線たる揚子江岸に臨み、上海より鐵路三一一軒、人口百萬を有する支那屈指の大都會である。水に囲まれ、山に繞まれた美しい風景と蜿蜒五〇軒に達する大城壁に護られて、見るからに大支那の首都たるに恥じぬ風格を備へ厳然たるものがある。然しながら首都南京の歴史は支那の興亡と共に變轉極りなき榮枯盛衰に彩られてゐる。吳の孫權がこの地に都を奠めて以來約三百五十年は燦爛たる文化を誇つたが、その後隋の文帝は都と共に南京の文化をも北京に移してしまつた。かくて明朝が再び茲に遷都する迄八百年間は洵に顧みられぬ存在であつた。然し間もなく再度北京へ遷都され、嗣いで清朝が起つに及び南京は兵火に焼かれ、更に長髮賊の亂に依り宮殿寺院を焼拂はれた。その後紆餘曲折、漸く蒋介石の國民黨政府に依り南京に再度首都造營が施行されたのである。それも半ばにして支那事變となり、難攻不落を誇つた南京城も昭和十二年十二月十三日無敵皇軍の前に陥落し、自治委員會の組織、維新政府の成立更に汪兆銘氏を主班とする國民政府が樹立され今日に及び、かくて再び南京は新支那建設を天下に號令する首都に還つたのである。

南京の市街は規模洵に雄大、且整然たるもので中山路を中心として官衙、軍營、學校等が並び商業區は中央ロータリーを中心にして殷盛をきはめてゐる。城外揚子江に臨む下關は南京の埠頭として交通運輸に繁忙である。周圍をかこむ大城壁は明の太祖の時代に築造されたもので、紫金山の麓から西北に向ひ揚子江に達し長さ五〇軒、高さ十五米から二十五米、幅七米から二十五米に及び支那第一の稱がある。

古都南京はその内外に名勝舊蹟多く是者は數日をそれに用意する必要がある。獅子山は昔から南京防備上の要地でありその砲臺は今事變に於て南京防衛の第一線であつた。中山路は南京の最重要路で長さ十軒に及び、此處には官衙、軍營、外交機關等が集中されて政治經濟の中心をなしてゐる。鷄鳴寺は六朝康宮の故地で蓄蒙樓、景陽樓等があ



中山陵

Changshan-ling, a beautiful memorial dedicated to the late Dr. Sun Yat Sen, the founder of the Chinese Republic.

stones used were brought over from Soochow, Fukien and Hong Kong. On one of the foundation stones is inscribed the famous Three Principles of Dr. Sun Yat-sen.

HANGCHOW, the capital of Chekiang Province, is the southern terminus of the Grand Canal. This great artificial inland waterway, still of vast commercial importance, is more than 900 miles in length, extending from Hangchow to Tientsin in the north. To the south of Hangchow, and spreading out in fanlike embrace behind Si-Hu, or West Lake, is a range of low mountains. The railway journey from Shanghai, a distance of about 115 miles, takes about 6 hours. A motor road also enables visitors to go from Shanghai to Hangchow by car.

Near Hangchow are several beautiful mountain resorts, most favored of which is Mokan-shan ("Isolated Peak"), about 40 miles to the northwest. A most remarkable natural phenomenon which each year attracts thousands of visitors to the Hangchow district, is the Hangchow Bore, a huge ram of water which sweeps up the Bay and the Ch'ien T'ang River near the first and middle of every lunar month. The ordinary bi-monthly bores are usually 5 to 6 feet high at the front of the thundering mass of water, while at the equinotial (Spring and Autumn) bores, the water occasionally reaches a height of between 18 to 25 feet.

り風光絶佳を以て聞えてゐる。紫金城趾は現在の中山門の邊り軍官學校附近一帯で、中山門外紫金山麓には明の孝陵があり、石獸、石門、石人等が今尚残つてゐる。中山陵は孝陵の東側にあり、紫金山の中腹の白い石造の大建築物で孫文を祀り、その規模の雄大さは他に類を見ない。玄武湖、莫愁湖は共に古都南京を物語り、菊花臺、光華門は共に吾が南京攻略の激戦を以て聞へ、當時の奮戦を語る勇士の墓標を散見しては眼に涙し頭を垂れて唯感謝を奉げるのみである。

杭州はその連峰の秀容と、碧水西湖の水色に依つて全支に冠たる風光明媚を誇り永遠の美都であるが、近代に於てはそれ以上に富裕な浙江省の首都であり上海に次ぐ江南の重要産業都市として有名である。

杭州の位置は錢塘江の下流及び大運河に臨み、市街は近代式都市の風格を備へてゐる。城内を三區に分ち最南部を上城、中部を中城、最北部を大城と稱してをり、上城はその中最も繁華であり、諸官衙大商店等が軒を並べ人口五十萬の大半は此處に集中してゐる。治安の回復と共に邦人數も戦前の約四倍に達し各方面にそれぞれ活躍をしてゐる。

杭州は元來商工業が盛んな土地であり、その産



西湖の風景

Si-Hu, sometimes called West Lake, in Hangchow, is one of the most picturesque spots in Central China.

The most noted monasteries and pagoda temples are: Monastery of Manifest Congratulations, A.D. 968; Monastery of the Great Buddha (rock carving), 210 B.C.; Needle Pagoda, A.D. 1,000; Cave of the Purple Cloud, A.D. 1,260; Gem Spring of the Dancing Fish and Monastery of the Clear Lotus Flower; Monastery of Pure Compassion, A.D. 954; Cave of the Morning Mist and Sunset Glow Imperial Island; the Pavillion from which the Storks were sent Forth, A.D. 1,020; Island of the Three Pools and the Moon's Reflection; Curving Dragon Bridge, etc. Much historical significance is attached to these temples, shrines and pagodas, and it is suggested that one purchase a special guide-book concerning these sights.

SOOCHOW, lying on the banks of the Grand Canal, is 54 miles west of Shanghai on the Shanghai-Nanking railway line. As a famous holiday resort of China, it rivals even beautiful Hangchow in scenic beauty and historic interest. Lovely pagodas and temples, surrounded by heavily wooded hillsides, provide a gem setting for this quaint old city. In the main streets of the city will be found the bazaars and shops which specialize, largely, on the gorgeous silks for which Soochow is justly famous.

There are so many interesting places, it is difficult to enumerate them, but the following are the most important: The Leaning Tower; Tiger Hill Pagoda; The Beamless Pagoda; Precious Belt Bridge, the longest in China; City Temple; West Garden and Temple Garden of Tsang-Lang-Ting; Temple of Lady Chen; Twin Tower Temple; Yuen-Miao-Kuan; Temple of Confucius; etc. It is hardly necessary to "sight-see" in Soochow, as everywhere one turns, there is charm and glamor. Also, house-boats may be hired for fascinating trips to nearby territory.

物には絹織物を第一として綿絲布、雜貨、茶、棉花、米、藥材等があり、これらの物資は多く上海を経由して積出される。

山紫水明を以て誇る杭州だけに附近には名所舊蹟多く数ふるにいとまない。西湖はその代表的なもので、湖上遙かに古雅典麗な古塔亭が浮び支那隨一の景觀は時のたつのを忘れさせる。湖心亭、保俶塔、六和塔、岳王廟、飛來峰等の觀光は支那の古史と共に洵に興味深々たるものを味はせる。

蘇州は上海、南京間の大都會で人口四十萬、江蘇省政府の所在地である。市街は城内、閶門外、民留地の三つに分れ到るところに石鼓橋が架り所謂姑蘇三千六百橋、吳門三百九十橋と謳はれた蘇州獨特の風景を呈してゐる。

産物は絹織物を主とし絹地刺繍、絹糸衣品、翡翠、象牙、唐木細工、銅器等の家内工業が盛んであり、又附近は米を多く産するを以て名がある。然し商業的には上海にその繁榮を奪はれて昔の面目はなく、觀光都市としての方がその存在は大である。

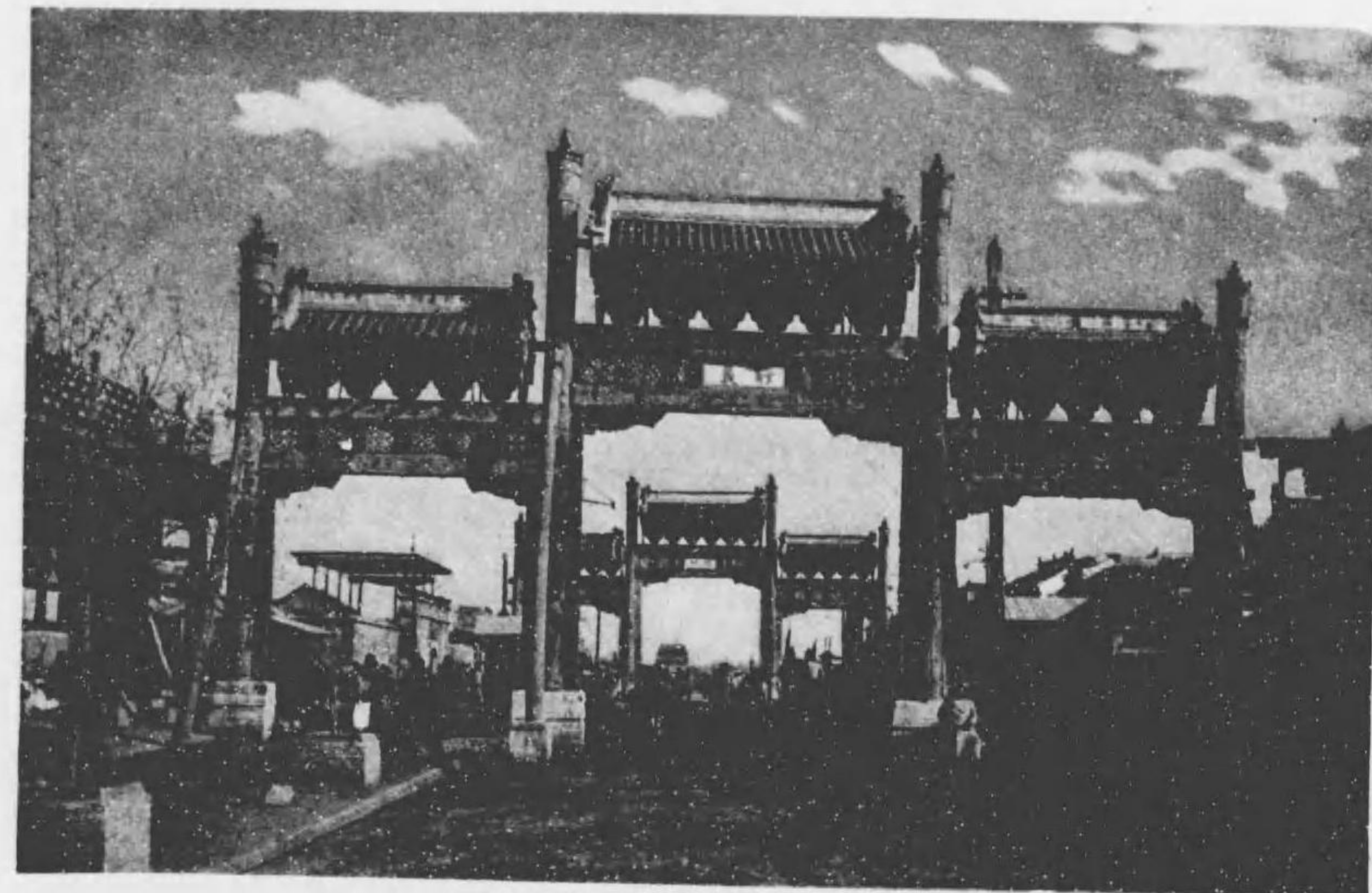
蘇州は杭州と並び稱せられる歴史的都市で遠く春秋時代には吳の都であつた。古來上有天堂、下有蘇杭といはれ地上の樂園とされ、風光明媚、氣候溫和、産物豊富、衣食住の美を以て名あり、又學者文人美姬の出所として知られてゐる。

水の都蘇州は支那のベニスとさへ讃えられ、山水明媚で、孔子廟、滄浪亭、玄妙觀、報恩寺、寶帶橋、天平山等の名所舊蹟に恵まれてゐるが、その中の白眉は夜半の鐘聲の詩で名高い寒山寺の景であらう。



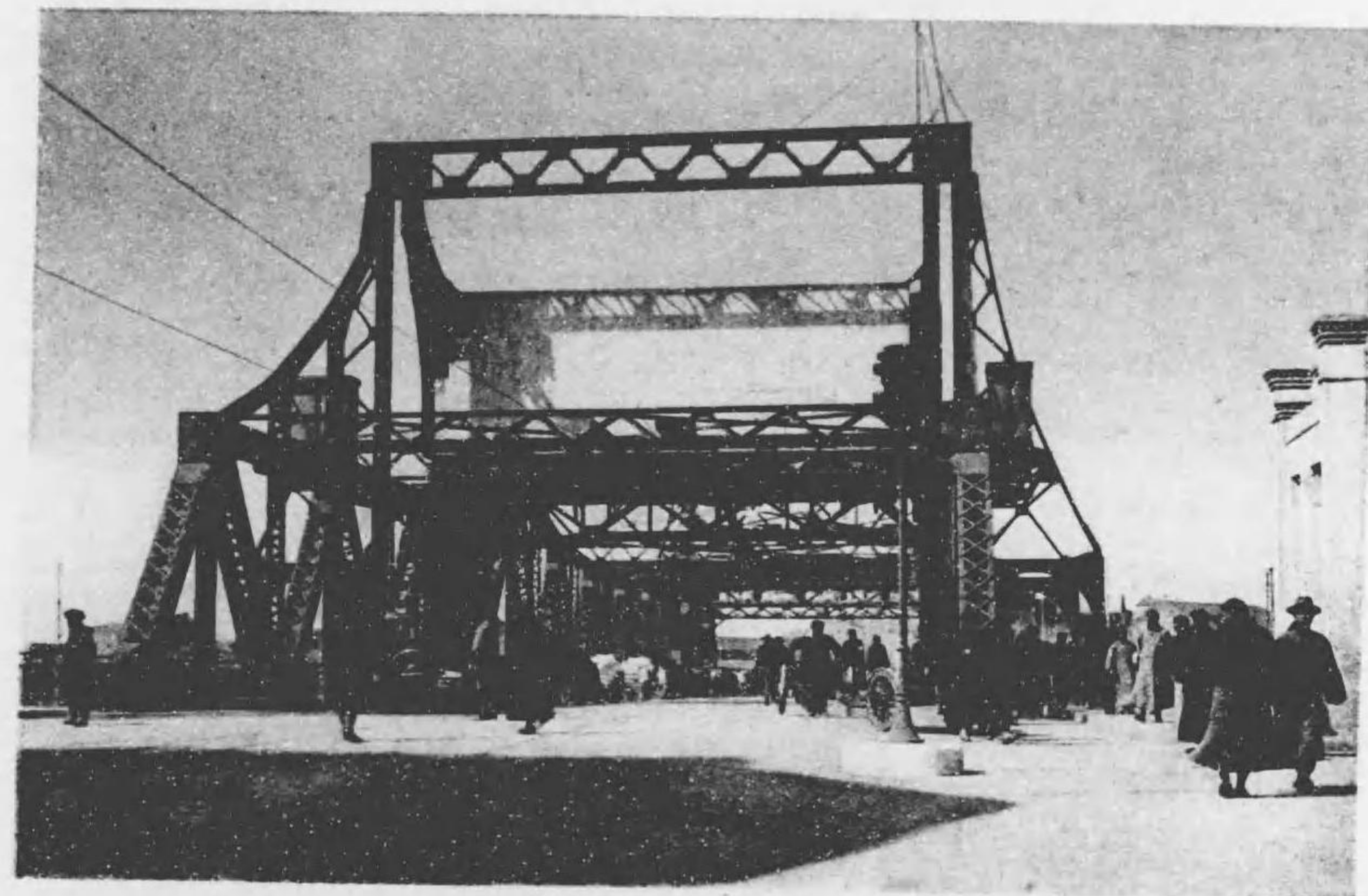
寒山寺の鐘樓

The belfry at Kanzanji, one of the most famous temples in Soochow.



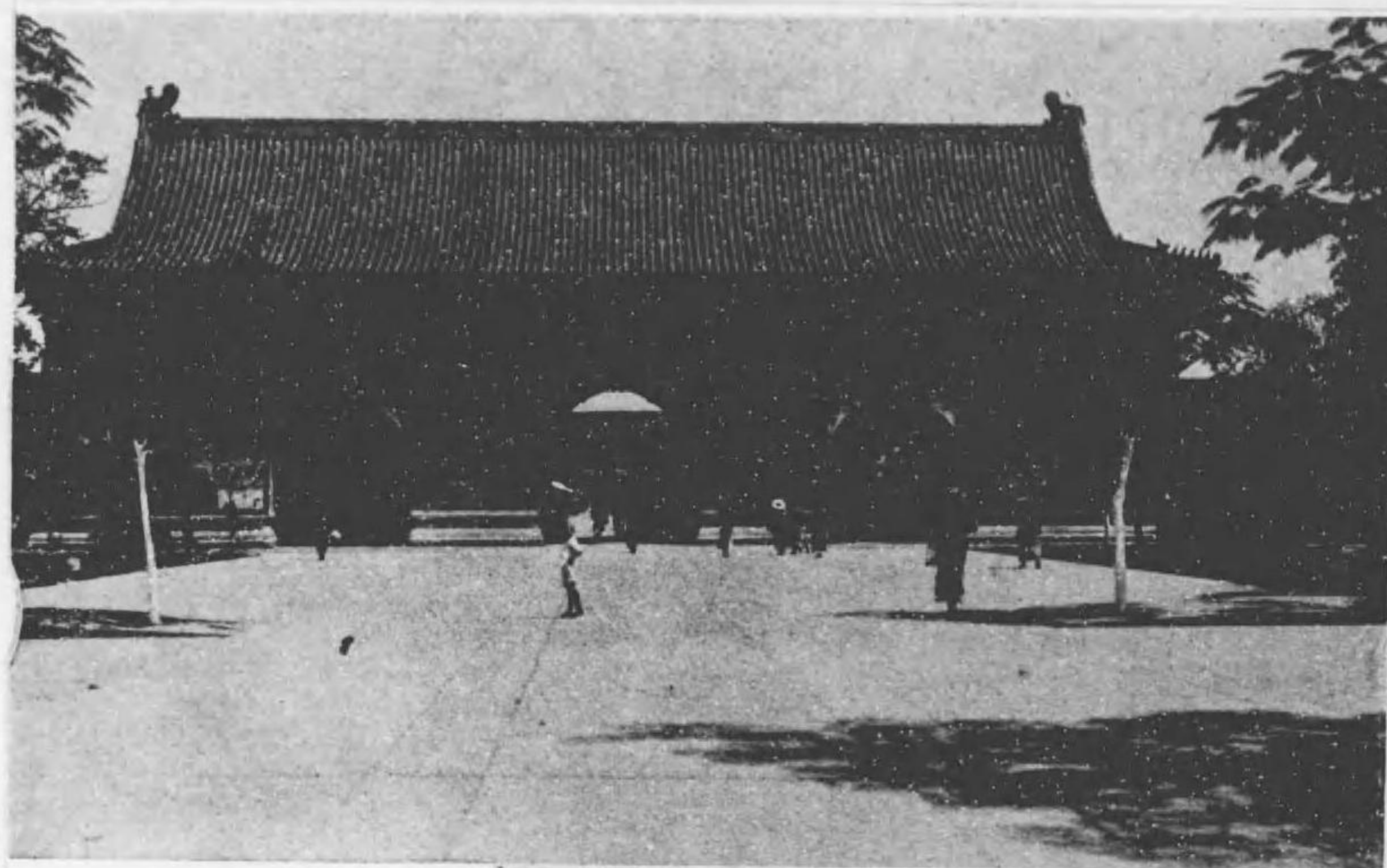
北京の朝陽門街

The "Pailou", known more commonly among foreigners as "Widow's Arch", is built in memory of distinguished or virtuous residents in Peking.



天津の萬國橋

The International Bridge in Tientsin spans the Peiho River. It facilitates the transportation of various commodities in no small way as the city is the distributing center of North China.

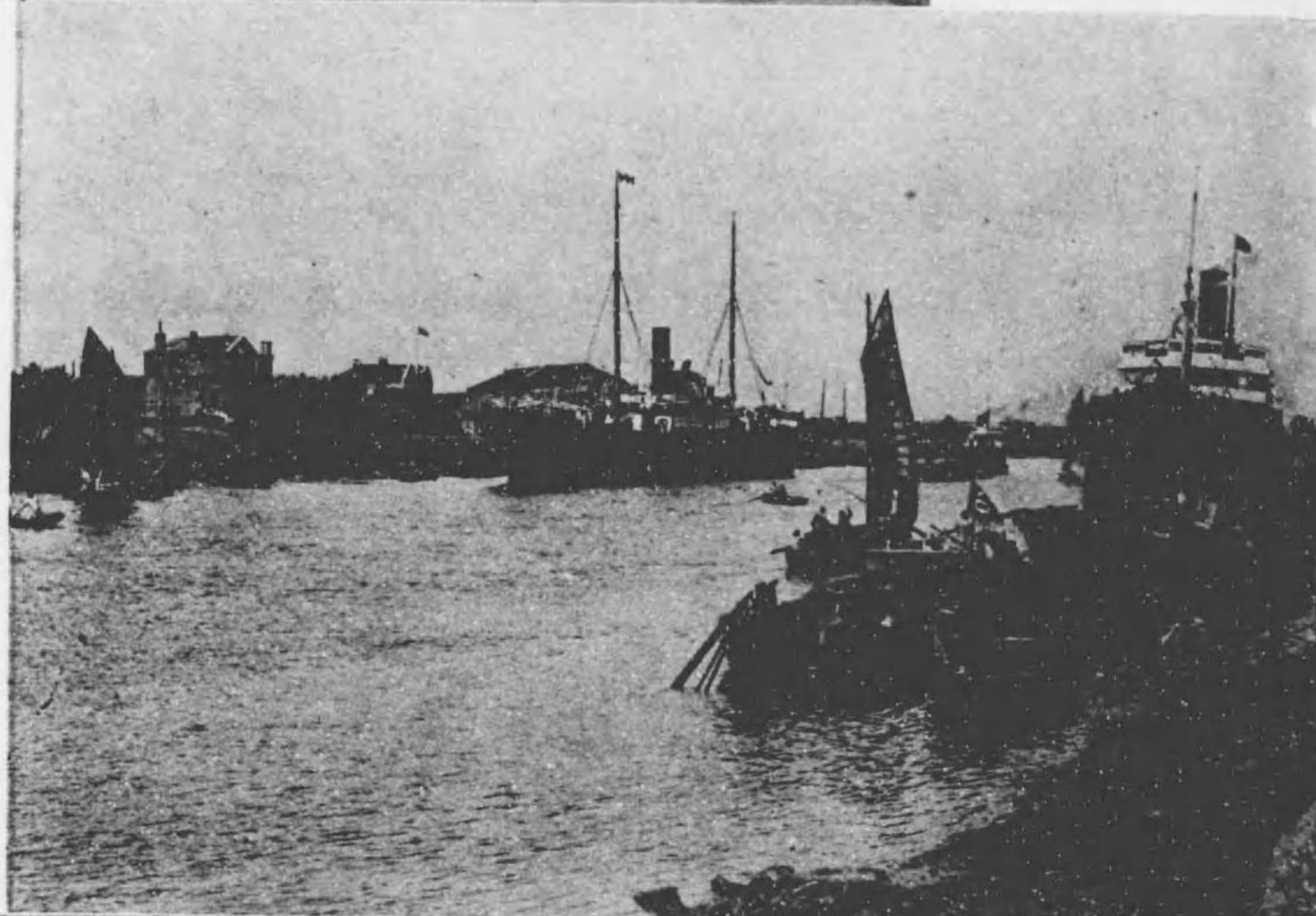


北京の中華門

The compound of the Peking Castle, with its famous gate.

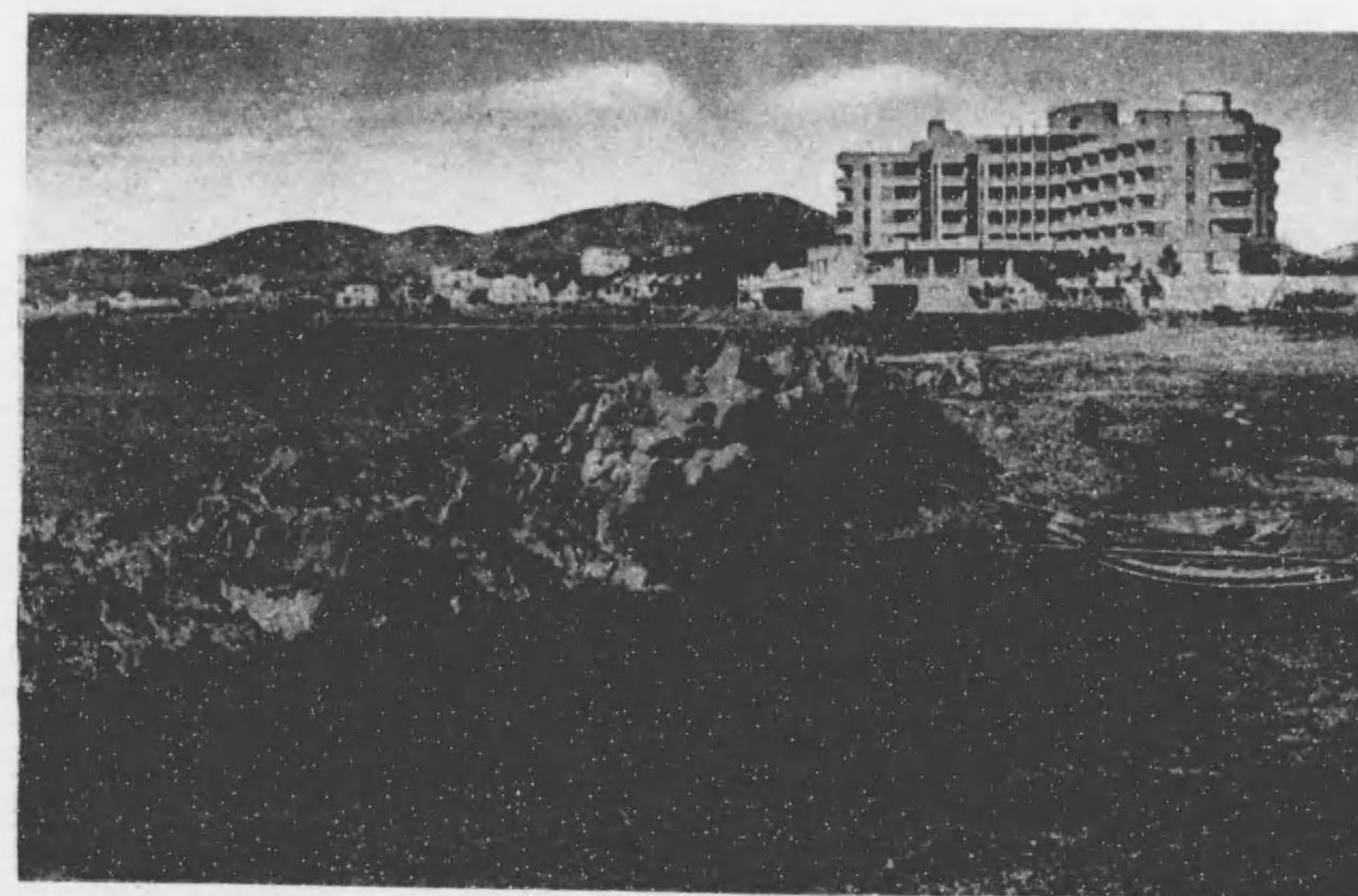
天津の白河岸

Peiho River, Tientsin, deep enough for large vessels, is always crowded with a number of merchantmen.



青島廣西路

Rikishas mingle with speeding automobiles in Kansu Road, one of the main thoroughfares of Tsingtao.



青島海岸

The beautiful seashore of Tsingtao, the gateway to Shantung Province. The city, only about 24 hours from Shanghai and within easy travelling distance from Japanese ports, is a commercial center situated at the entrance to Kiaochow Bay.



張家口市街

The picture, in itself, describes the tempo of life in Kalgan, the capital-city of Meng Chiang Regions. It is an ideal summer resort accessible from Peking only by the Peking-Pootow Railway.

大同の石佛



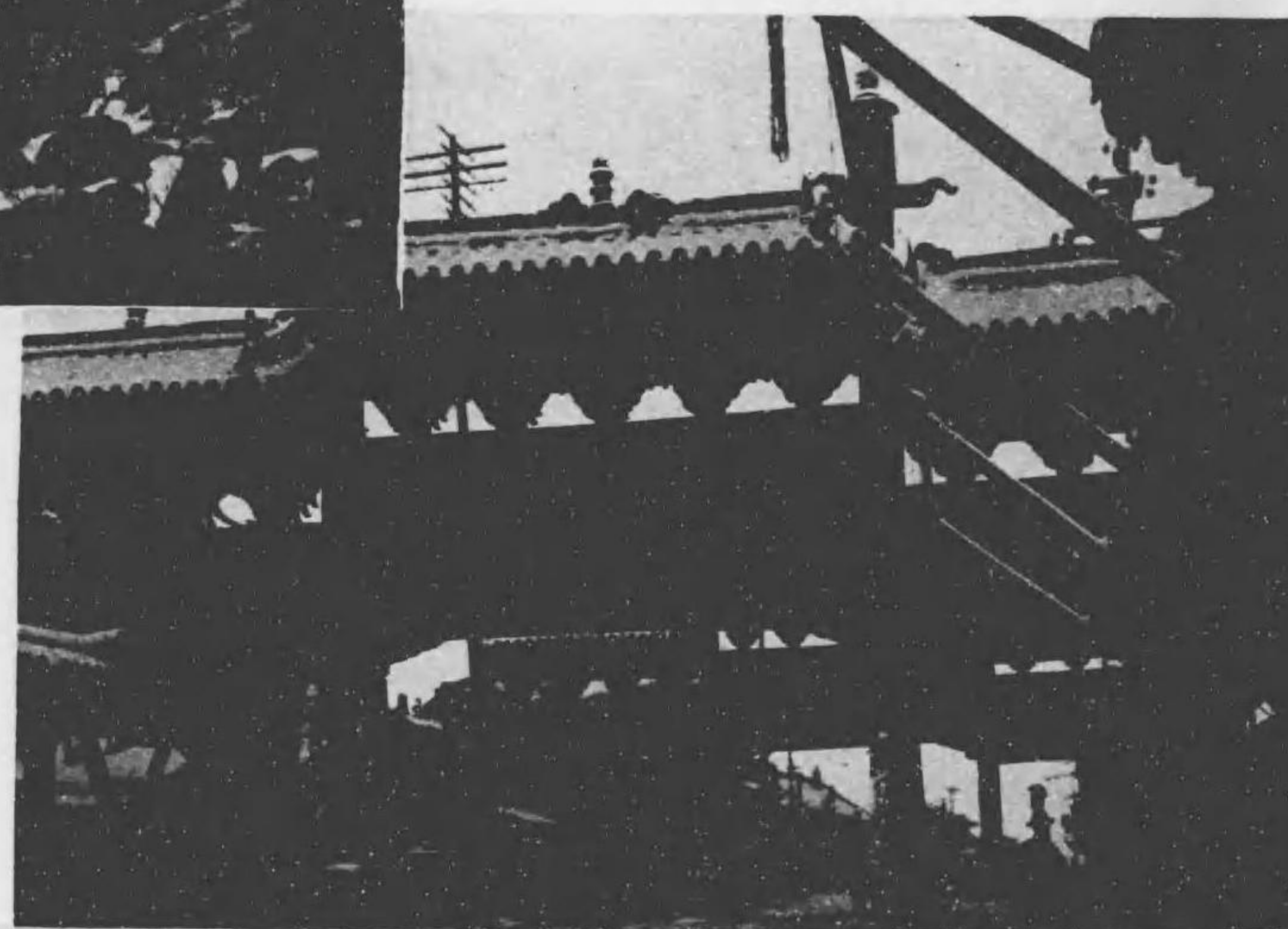
萬里の長城



The stone images of Buddha in Tatung.

A part of the Great Wall of China, silently bespeaking of the changes which have taken place in China since it was erected centuries ago, extends to 2,400 kilometers.

大同の市街



A street scene in Tatung, Meng Chiang Regions.



NORTH CHINA

General Survey

Situation & Area: North China, comprising five provinces of Hopei, Chahar, Suiyuan, Shansi and Shantung, covers that vast territory extending northward from the Yangtze River to the "Great Wall of China." It has an area of approximately 797,817 square kilometers.

Climate: Variations in temperature characterize the climate of the country, the maximum in Tientsin being 40° C. and the minimum, 17° below. With the exception of the three months beginning July, during which 70 per cent of the annual precipitation is accounted for, the air is generally dry.

Population: According to latest available figures, the population of North China was roughly 128,392,000, which represent about 26 per cent of the total population of China.

Transportation: Construction of new railway lines, motor car highways, canals, and many other noteworthy enterprises has made wonderful headway during a comparatively brief period.

Radiating mostly from Peking, the principal railway services in North China are as follows: **The Peking-Shanhaikuan Railway**, extending 515 kilometers, was the first broad gauge railway to be constructed in China, and is the most important of all the railways in North China. A direct service is now maintained between Peking and Fusan at the southernmost end of the Chosen Peninsula via Shanhaikuan, Mukden and Keijo. **The Peking-Hankow Railway**, with a total length of 1,214 kilometers, is laid along the areas producing cotton and coal so that this line will eventually play an important rôle in the economic development of North China. **The Peking-Paotou Railway**, completed in 1923, covers a distance of 889 kilometers. **The Kiao-Tsi Railway**, measuring 469 kilometers, connects Tsingtao with Tsinan, traversing the province of Shangtung. **The Tientsin-Pukow Railway**, running between Tientsin and Pukow, is one of the most impor-

位置及面積 北支の名稱は洵に判然とせぬ存在であつたが、今事變後始めて政治的に明確なる區劃を施行され新北支五省として改稱された。即ち河北省(一四〇、五二六平方浬)、山東省(一五三、七一一平方浬)、山西省(一三八、七七二平方浬)、河南省(一六九、七八二平方浬)、陝西省(一九五、〇七六平方浬)の五省七九七、八一七平方浬の地域を以て北支と定め、その位置は滿洲國の西南に方り、熱河省と境を接し渤海、黃海を隔て、奉天省及關東州、朝鮮を望み、北は内長城線に依つて蒙疆に接し、東經一一度から一二六度、北緯三五度から四七度に互る地帯を謂ふのである。地勢は大略して河北平原地帯、黃土高原地帯、山東山岳地帯に三大別される。

氣候 海洋に面してゐるに拘らず氣候は大陸的に激變し寒暑の差が著しく、空氣乾燥し朔北の烈風時には天地晦冥の光景を呈する事が多い。八、九月から四、五月迄は冬の乾燥期に屬し、六、七月は暑さの雨期でこの季節には黃河の氾濫する事が多い。

人口 支那に於ては正確なる人口の算出は極めて困難な實狀にあるが昭和十二年度に於ける發表は一二八、三九二、〇〇〇人で支那總人口の四分の一を占めてをり、種族は大別して漢族が九割、殘餘は滿洲族、蒙古族、トルコ族、西藏族等である。事變後邦人の進出は夥しく現在約三五萬人を算してゐる。

交通 北支の交通はその殆んどを鐵道に負ふと謂つても過言ではない。然るにその鐵道も全長約七千餘浬を有するばかりで吾國のそれと比較すれば全然問題にならぬ程度であるが、その大部分が北支に集中されてゐる事を考へれば幾分かその貧弱感を緩和させる事が出来る。

北京を起點として放射狀に延びてゐる北支、蒙疆の鐵道の殆んどは、現在華北交通會社の營業下にあり吾國の鐵道同様秩序整然と運轉され、營業狀態も北支資源の開発と相俟つて益々向上の一途をたどりつゝある。

順を追つて主なものを列記してみると、京山線—北京、山海關を結ぶもので以前は京奉線と呼ばれ朝鮮、滿洲連絡の幹線である。京漢線—北京、漢口間を走り幹線一、二一四浬、支線一一七浬を有し漢口で廣東からの粵漢鐵道と連結し南北支那を縦貫する鐵道大系をなしてゐる。京包線—事變前迄

tant railways in China. The **Chengtai Railway**, called also the Shansi Railway, is a narrow gauge railway used for transporting coal and iron ores. It runs from Taiyuan, Shansi Province, to Shihchiachuang, Hopei Province, a distance of 284 kilometers. The **Lunghai Railway**, designed to link Lanchow, Kansu Province, and Lienyuenkang, is to run a distance of approximately 2,090 kilometers but so far, only a portion has been completed. The **Peking-Kupeikou Railway**, completed in March, 1938, is a line of industrial importance while the **Tung-Pu Railway**, covering 971 kilometers, links the two cities of Tatung and Puchow.

The highways on which the North China Railway Company operates motor cars at present extend 14,000 kilometers, the principal lines numbering some 150. The total extension today represents an increase of 400 per cent compared with the mileage as in April, 1939. Innumerable canals also form an important means of transportation in the interior.

The Central China Airway Company's aviation network extends over entire China. The routes now total 9,000 kilometers, an increase of more than 6,000 kilometers in one year. Dai Nippon Airways Company and the Manchuria Aviation Company have scheduled services to the important cities of North China.

Principal Industries

AGRICULTURE: The area under cultivation throughout the five provinces of North China is estimated at 310,000,000 se, representing approximately 30 per cent of the arable land in all China. It is estimated that about 83 per cent of the population in North China is engaged in agriculture.

Wheat: The staple food and most important item among agricultural products in North China, wheat is raised for the most part in the three provinces of Shantung, Hopei and Shansi, the first mentioned leading in production. The five provinces combined produce 140,000,000 piculs per year, or 30 per cent of the total yield of China.

Kaoliang: North China is a large producer of kaoliang, which ranks next to wheat in importance. Shantung, the annual output of which is about 8 billion kin per year, is the leading kaoliang producing province, followed by Honan, Shansi, Chahar and Suiyuan provinces.

Millet: The millet production of North China is estimated at around 10 billion kin per

は京綏線と稱され豊臺から張家口、厚和を経て包頭に至る本支線合せて八八九軒の鐵道である。膠濟線—青島、濟南間を結び支線を合せて四六九軒の山東省横斷鐵道である。津浦線—天津より白河黄河の流域平野を縦斷し南京の對岸浦口に至る—三五九軒の現在最も主要なる鐵道である。石太線—河北から山西へ太行山脈を越へ太原に至る二八四軒の鐵道、隴海線—中部支那を横斷し連雲より徐州、開封、西安を経て寶雞に至る—二二六軒の支那最長鐵道である。京古線—北京、通州、古北口を結び延びて熱河の承德に達す。同浦線—京包線の大同より山西省の高臺地帯を黄河の風陵渡口に至る九七一軒の狹軌鐵道である。

自動車交通は華北交通會社線の創設に依り近來著しく發展を見せた。元來支那には太古から道路の造られたものが多く、殊に北京附近は蜘蛛の巣狀に擴がつてゐるので、自動車は鐵道の代行機關として現在主要道路一萬四千軒に互り運營されてゐる。

水運は黄河、白河系の各川、通州から江蘇に至る大運河等が舟行の便を與へ、海運は天津、青島をはじめとして秦皇島、芝罘等の良港を持つ爲仲々活潑である。近來航空機關の發達は著しく又その普及も眞に目覺しいものがある。

産業 北支の産業は完全に農業を以て代表され近代國家の特徴たる工業の發達は未だ幼稚な段階に止まつてゐる。然し主産業たる農業と雖も總人口の八割を役しながら尙且食糧の自給が叶はず年々、米及麥等の主食料を多量に輸入する現状は甚だ遺憾と云はねばならない。

鑛産資源は石炭と鐵が主で、石炭の推定埋藏量は一千四百億噸、鐵は三億噸と豫想され、これ等と共にその他鑛産資源も目下活潑なる開發を施行されてゐるので、農業と比較して甚だ有望なる將來性を約束されてゐる。

農業 北支に於ける農産物を二大別して、食用農産物と特用農産物とに分ける。食用農産物の主位を占める物は小麦であり之に續くものは高粱、粟、玉蜀黍、大豆、大麥である。特用農産物は棉花を第一とし煙草、落花生、亞麻仁等である。小麦は河南、山東河北、山西の順に産し年産約一億四

year, which represents roughly 66 per cent of China's entire production. Salient among other farm products are barley, ground-nuts, soyabbeans, maize, sweet potatoes, etc.

Cotton: China is said to rank third among the cotton-producing countries of the world, coming after the United States and India. Areas devoted for this purpose in the three provinces of Hopei, Shantung and Shansi represent 30 per cent of the land under cotton throughout China, the local production being equal to 30 per cent of China's cotton yield. Chinese cotton is of coarse, uneven and short staple, unsuitable for spinning yarns finer than 16's or 20's, but attempts are being made to improve the quality by the experts.

MINING: North China abounds in various mineral deposits, but due to inconvenient location of some of the producing areas and to the lack of technical knowledge, the industry has been in its infancy until not so long ago. However, the Japanese experts are now striving to make full use of the rich mineral resources.

Coal: Of the potential coal production of China as a whole, North China is said to possess 132,500,000,000 metric tons, or 54 per cent of the total resources of China. Though most endowed with coal deposits over the breadth and width of the province, coal mines in Shansi are not well exploited owing to its inconvenient location and poor transportation facilities. China's total coal production per year is 20,900,000 metric tons, of which Hopei is responsible for 7,700,000 metric tons or approximately 37 per cent. Shantung and Shansi with productions of 3,500,000 and 2,700,000 metric tons per year respectively are second and third producers.

Iron: Approximately half of China's deposits estimated at 300,000,000 metric tons is found chiefly in Chahar, Hopei and Shantung provinces. The most important among the iron mines in North China is Lungyen, Chahar, the ore from which contains as much as 52 per cent of iron on an average. This mine, with a smeltery at Shichingshan, west of Peking, is exploited by Japanese.

Other Mineral Products: Other mineral products of commercial importance in North China are: asbestos, sulphur, flourspar, feldspar, graphite, talc, dolomite, cryolite, etc.

SALT: The salt fields of North China gained importance as a source of supply of industrial salt to Japan. The spacious area along the Pechihli Gulf is suited for new salt-fields so that the district is likely to become one of the foremost salt-producing centers of the world.

千萬擔にのぼるが、品質は米國物、豫洲物に稍劣り收穫高も自給に達せぬので、華北小麦協會の設立に依つて將來の對策を考究中である。高粱 作付面積、産額共に山東省が壓倒的で、河北、山西が之に次ぎ年産八百億斤、食用、燃料、飼料、アンペラ原料等に使用される。粟 山東、河北、山西の順に産出され、精白したものは小米と稱し小麦粉、高粱に次ぐ重要食料品である。玉蜀黍 河北省が全支第一であり山東、山西の順に産出する。常用食物であり又醸造、燃料として莖、飼料として葉を利用され支那名を包米と謂ふ。棉花 は世界六大棉産國中の第三位に在り約その一割の産額を有してゐる。その支那棉花の大部分は黄河流域の河北、山東に於て栽培されるが年産額、品質共に吾國の需要を満すには遙かに遠いものがある。現在年産一千萬擔増産計畫が進捗中で、品質の改良と相俟つて北支の代表的農産物として名實共に資源産業の王座に就かしむる可く鋭意改良中である。

鑛業 北支に於ける最大資源は鑛産物を第一とする。即ち石炭、鐵の埋藏量は共に無盡藏と謂はれその他モリブデン、タングステン、礬土頁岩等の近代工業に必要缺くべからざる資源も亦豊富で、北支鑛業開發の前途は全く洋々たるものがある。

石炭 石炭は北支全資源中の大宗でありその埋藏量は一千四百億噸に及び、且炭質は多種多様に互り何れの用途にも適用される點は誠に偉大な存在である。大同、井陘、中興、柳泉、陽泉等の主要炭鑛は良質を以て名あり、事變後外國資本經營より脱し目下復舊と増産とに著しい進捗を見せ、出炭量は事變前に倍増し着々とその成果を収めつゝある。鐵 石炭と同様にその埋藏量は莫大なもので全支の五二%即ち三億噸と稱されてゐる。北支の鐵鑛資源の豊富さは將來日本への原料供給のみに止まらず、北支製鐵業の大發展をも約束するに充分である。礬土頁岩 アルミニウムの原料及研磨材原料として需要極めて多く、冀東地區、山東省方面に於て最近活潑な開發が始められたが、これも亦無盡藏と云ふ可く一八億噸の埋藏量を有してゐる。以上の鑛物はごく代表的なもののみで未だ北支に於て開掘される鑛産資源は夥しく金、銀、銅、黒鉛、マンガン、タングステン、モリブデン等枚舉に暇がない位であるが、從來社會的政治的特質から富源も開發されず、その生産額は埋藏量に比

North China Trade

The North China trade at six ports, i.e., Tientsin, Tsingtao, Chinwangtao, Chefoo, Lungkow and Weihaiwei, from January to September, 1940, amounted to ¥756 million in imports and ¥230 million in exports, or a total of ¥986 million, according to Maritime Customs trade statistics.

The January-September import trade statistics of 1940 show that rice and wheat flour occupied the dominant position in the list, both of which combined forming 18 per cent of the total imports. Next in order came metals, sugar, machinery, raw cotton, timber, and kerosene oil.

LEADING IMPORT ARTICLES OF NORTH CHINA

(In 1,000 M. C. gold units)

	Jan.—Sept. 1940	1939
Raw cotton	14,095	4,591
Gunnies	7,767	481
Silk & silk goods	8,214	4,324
Metals & minerals	19,606	9,234
Misc. metal goods	7,075	4,574
Fish, shell-fish & other marine products	7,014	2,528
Animal products & canned provisions	8,392	2,854
Rice (unhulled included) ..	30,788	12,389
Wheat flour	21,492	17,670
Sugar	16,570	15,592
Chemicals & drugs	10,085	8,515
Kerosene	9,918	4,902
Timber	11,414	7,500
Miscellaneous goods	15,383	12,143
Total inclusive of others	279,443	177,373

The export trade, on the other hand, continued to decline because of the lingering after-effects of the serious flood and drought damages which were caused in the autumn of 1939 to the crops of "special products" in North China, coupled with the loss of the European markets due to the spread of war.

NORTH CHINA EXPORTS BY ARTICLES

(In ¥1,000)

	Jan.—Sept. 1940	1939
Pigs' hair (bristles)	20,962	13,129
Dried eggs whites	4,261	4,746
Dried egg yolks	8,957	8,518
Mixed whole egg	15,559	7,690
Leathers & furs	15,934	8,350
Walnuts	3,353	2,675
Peanut-oil	17,819	9,331
Shelled peanuts	1,553	4,001
Unshelled peanuts	17,905	9,290
Coal	40,509	18,201
Carpets	4,921	4,387
Mats & matting	9,045	4,072
Salt	3,869	2,352
Total including others	229,924	160,407

較して誠に僅少なものが多かった。然るに今後資本と技術の全面的進出に依り積極的開發が約束された北支の鑛業は必ずや遠からずして目覺しい發展振りを實現させる事であらう。

製鹽工業 近代工業の發達に随ひ日本は毎年百五十萬の外國鹽を必要としてゐたが、現在を充すものは北支の鹽である。長蘆鹽、山東鹽、河東鹽等が代表的なもので目下増産目標を百萬噸以上としてをり、産鹽地域の廣大と生産コストの低廉は増産を比較的容易に實現させるであらう。

工業 現在北支に於ける代表的工業は製鹽、洋灰、毛織、絹織、曹達、油脂、製粉等であるが、地下資源の開發は遠からずして各工業の規模を現在の數倍にし、又新興工業の勃興と共に、北支をして東亞に於ける一大工業中心地と發展せしめる事であらう。

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Peking, though in the same latitude as southern Italy, has a wide range of climate with severe winter and hot summer, but both are tempered fortunately by the dryness of the air. The only two bad months are February and March when dust storms and cloudy weather are prevalent—the dust storm from the Gobi desert. According to a census taken in recorded history. Tartars, Mongols, Mings, June, 1942, the population of Peking was 1,928,907, of which 106,487 were Japanese and Koreans.

Mr. Yu Chin-ho, the Mayor and Superintendent-General of Police who once studied in Japan and Mr. Wu Cheng-chih, Secretary-General of the Peking Municipality, are two well known figures popular among the citizens for their administrative ability.

Peking dates back more than 3,000 years in recorded history. Tartars, Mongols, Mings, and Manchus have, in turn, swayed the Empire, of which Peking for so long was the keystone. The height of royal magnificence was attained from 1200 to 1300 A.D. during the reign of the great Kublai Khan.



Mr. Yu Chin-ho, Mayor and Superintendent-General of Police

In the way of amusement, Peking has an endless variety. In the clubs are found the most luxurious equipment — library, billiard rooms, bowling alleys, dining rooms, etc. The Peking Club Library is exceptionally efficient with all the principal magazines in several languages and a constant supply of new books supplementing the accumulations of years. For the outdoor sports, there are tennis courts and a swimming pool. Badminton and skating facilities are available within the premises during winter.

The Forbidden City is perhaps the most famous of all the walled cities within Peking. On the western side of the Forbidden City is

北京 北京は天津の西北一三九軒、河北省の北に位置し北緯四十度、吾が秋田、盛岡と同緯度であり、北支第一の政治的都市で且三千年の歴史を有する世界有数の古都である。

市街は内城とそれに接續する長方形の外城から構成され、都市としての規模は宏大で高さ十米、基底十九米、壁上十六米と云ふ堂々たる黒煉瓦造りの城壁は、文字通りの金城鐵壁で一世の英雄成吉思汗も北京城攻略には手こずつた事實を領かせるものがある。

面積は七二〇平方軒で内城三七平方軒、外城二七平方軒、四郊外六五五平方軒より成り、内城は千八百、外城は千四百の街巷に分けられてゐる。人口は百八十五萬を算し事變後急激な邦人の進出をみたる爲現在邦人の數は八萬を過す有様である。

北京の歴史は三千年前の周の時代に始まり、殷の時代には幽州、周代には燕、秦代には上谷、漢代には廣陽、魏、晉、南北朝時代には幽州、燕都、隋代には涿郡と改められ、唐代には范陽郡と稱された。遼時代始めて此處に帝都を設け南京と呼ばれ都としての歴史が始まつた。爾來遼、金、元、明、清の五朝を連綿一貫して王城の位置を保つて來た。然しながらその名稱は依然として各代異り、燕山府、燕京、中都等を経て明時代に北平府、後に北京と呼ばれる様になつた。斯くして清朝時代聖祖、康熙帝、高祖、乾隆の英主が續出して北京は東洋文化の中心地となり、清朝の黄金時代を現出してその文化は遠く世界の隅々迄喧傳された。その後支那に共和制が施行されるに及び、過去數世紀に亙り幾多王朝を迎へ首都たりし北京は南京遷都に依り、再び北平の昔にかへつたが、依然北支第一の都會として二百萬近くの人口を擁し老大國の舊帝都たりし偉觀を備へ昔日の面影を偲びつゝあつた。然るに今次事變の結果再び北京の舊稱に復し、北支の政治的中心として名實共に返り咲き、北支及び蒙疆の資源開發と相俟つて今や經濟的にもその發展を約束されて今日の隆盛に復舊したのである。

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the Central Park which is an attractive pleasure ground, with its garden, tea-houses, and tree sheltered walks. The Museum Section of the Forbidden City consists of fifteen buildings, and here once were stored the most remarkable art collections including the Scepter, Clock, and Bronze collections which still remain. The beautiful garden—picturesque rockeries—intricately carved marble bridges, the brilliant yellow tiling of the roofs—the splendour of the palaces all leave an impression of imposing grandeur, never to be forgotten. The jade and bronze collections are, beyond question, the finest in the world. Directly opposite the main entrance to the Forbidden City stands the Coal Hill. The hill itself is artificial and vast treasures are supposed to be buried beneath. Tradition runs that an emperor of the Ming Dynasty stored coal here in order to be prepared for a siege.

Unquestionably first among the temples of Peking, in beauty and in interest, is a group of buildings known as the Temple of Heaven



Mr. Wu Cheng Chih, Secretary-General of the Peking Municipality

which stands in a large park of ancient cedar and cypress trees outside the main wall of the city. The Temple is circular in form, rising from the center of triple, white marble platforms, and its three circular roofs of brilliantly glazed blue tile are believed to be the finest example of religious architecture in China. The Lama Temple is one of the famous temples of Peking. Every day, at four o'clock in the afternoon, the priests are at prayer, chanting "Om Madne Padme Hum" in deep chorus. The Drum Tower, attaining a height of nearly fifty meters, gives one a splendid view of the Tartar City. It is a landmark of Peking. The Drum Tower now houses the Institution of Public Education, and ascent to the upper stories is forbidden. The Bell Tower, entrance not possible, contains the great bell of the Emperor Yung-lo.

The Temple of Agriculture, dedicated to Shen Nung, who is said to have ruled China some three thousand years before the Christian era, has been modernized until today it is largely

分を占めてゐる。城壁は前述の如き巨大な規模を以て東面五軒四、西面四軒七、南面七軒、北面六軒八と云ふ稍東西に長い方形をなし周囲に九門を設けてゐる。有名な正陽門は南面の中央に在り、朝陽門は東面の南側に在る。城内には紫禁城をはじめ太廟、社稷、壇、西苑、景山等の豪華壯麗な建物や禁苑がある。紫禁城は五百餘年前に築造されたものであるが、明、清の時代幾度か補修を施されたので南京遷都後三十年近く放置されてはゐたが、宮殿は今も尙昔日の如く四百餘州に號令した威容を保つてゐる。

紫禁城は南北の二部分に分たれ、南半は天子の朝儀に、北半は皇后の起居された内苑の諸宮殿になつてゐる。現在歴史博物館となつてゐる午門は外朝の正門であつて世界最大の門建築として有名である。外朝の諸大殿は古物陳列所、内苑の諸宮殿は故宮博物院、景山は遊園地として今では一般に開放されてゐる。景山は山中に石炭を埋藏してゐると云ふ傳説に依り煤山とも云はれ、この山より俯瞰すれば紫禁城の壯觀は一目の中に集り、北京の大觀は悉く指呼の間に入れる事が出来る。その他南、中、北の三海に分れてゐる西苑、國子監、雍和宮等は見落してはならぬ個所である。

外城には天壇、先農壇をはじめ寺院、陵墓等が全面積の三分の二に及ぶ廣大な地域を占有してゐる。天壇は永定門内に在り周囲六軒、面積八十一萬坪に及び天子が祭天の儀を執行した場所である。先農壇は天壇の西に在り一名山川壇とも稱し天神地祇を親祭された場所である。

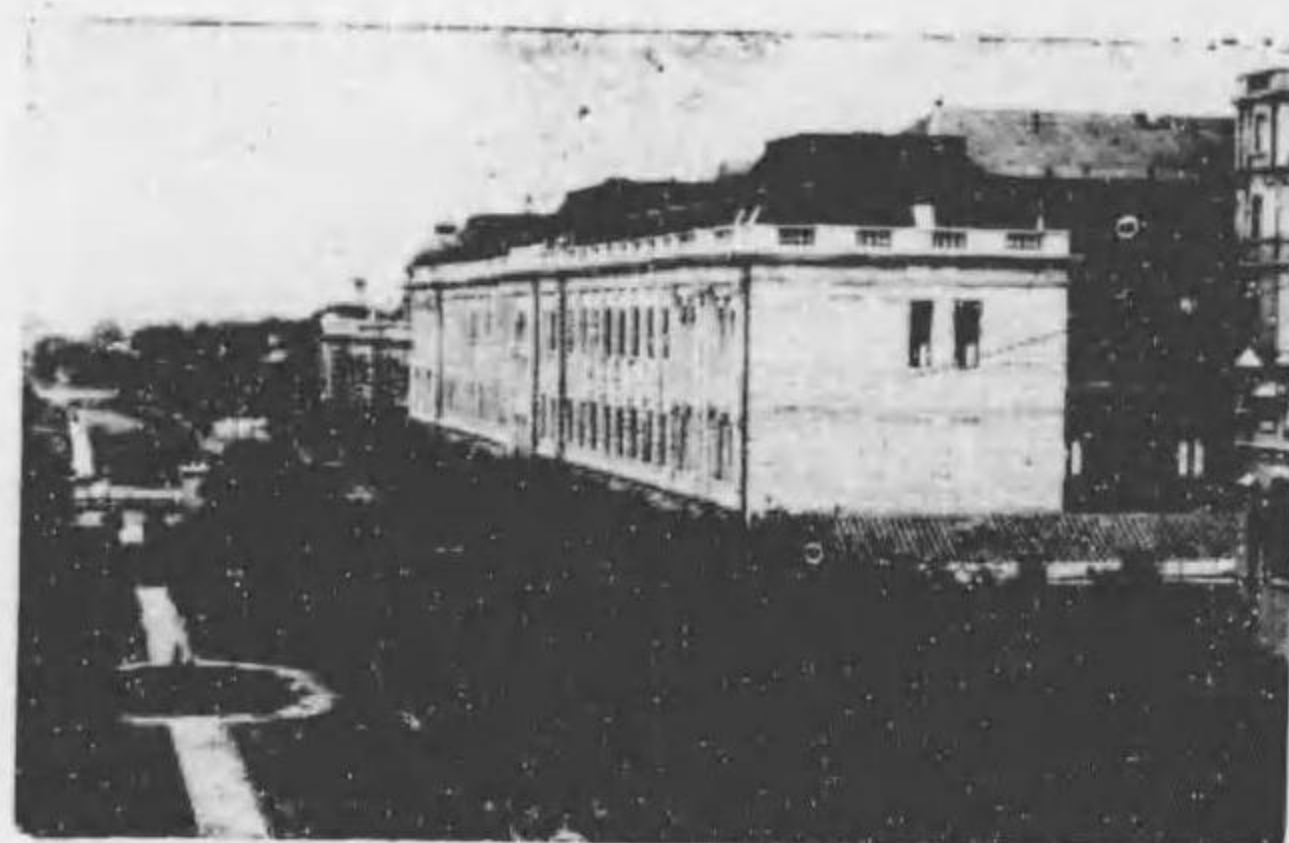
以上の他北京には鼓樓、鐘樓、孔子廟、喇嘛廟、太廟、中央公園、西山巡等見る所多いが、至る處朱壁黃瓦の北京の街それ自體がすでに一國の名勝舊蹟で觀光的價值が多い。

北京近郊で代表的なものはなんと云つても萬壽山である。西北約十軒の地に在り元は清朝の離宮の在つ所であるが、後乾隆帝の還曆祭に江南の諸名園に真似て庭園を營み離宮を造營して好山園と稱し、その後皇太后の萬壽節を祝する爲延壽寺を建立し萬壽山とされたものである。西太后全盛時代、北洋艦隊復興費三千萬元をこの萬壽山の修築費に流用した爲、それが遠因となり清朝は亡びたが庭園は今日尙立派に遺つてゐると云ふ挿話が殘

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NORTH CHINA

9

a pleasure park. Within the spacious grounds are Chinese theaters, restaurants, tea houses, and many recreational facilities. The Peking Observatory, the oldest astronomical observatory in the world, was built by Kublai Khan in 1279. The Chinese are past masters in astronomy and astrology. Many of the old instruments may yet be seen. The National Art Museum, within the Forbidden City, is famed for its most complete collection of Chinese art. Marco Polo Bridge, spanning the Hun Ho River, is a remarkable stone structure of thirty-five arches. It is now named for the Venetian explorer who said it was the most wonderful bridge he had ever seen.

There is a haunting beauty in the temples, palaces, shrines, and pagodas in the Summer Palace, a favorite resort of the old Empress Dowager. Mohammedan Mosque, the principal one of about 40 mosques found in Peking, is located on the street outside the southwest wall of the Imperial City. Botanical and Zoological Gardens lie a few kilometers directly west of the Hsi Chih Men, the gate from which the trip to the Summer Palace is made.

The Temple of 10,000 punishments, a Taoist Temple, illustrates with painted wooden figures in all postures the ingenuity of the ancient Chinese in devising hair-raising tortures—amusing yet horrible. Taoists suffering from ill health come here to pray for relief.

The great wall encircling the inner cities is nearly fifty kilometers in circumference and encloses all private dwellings, various legations and most of the public buildings. Peking is divided into four distinct cities, the inner Forbidden City, former home of the Emperors and for many years a complete and engaging mystery to the Occident; the Imperial City, where court officials formerly resided; the Tartar or Manchu City, built in the form of a square and the rectangular Chinese City, all partitioned by walls.

The Great Wall extending 2,400 kilometers, easily the most stupendous labor project in all history, is bizarre and fantastic, the way it crawls over mountains outlining the highest peaks, its massive masonry, many watch towers and fortifications, forming a tremendous barrier that has withstood the elements for over 2,000 years.

The transportation means in the city is well served by tramways, automobiles, droshkies and rickshaws. Besides the four railways, viz., Peking-Shanhaikwan Railway; Peking-Hankow Railway; Peking-Kupeikou Railway and Peking-Pootow Railway, there is a railroad winding its way around the Inner Walls.

つてゐる。昆明湖は古くから西湖と稱されてゐたが乾隆年間萬壽山の造營と共に漢武帝昆明池に因んで改稱された。東堤にわたる十七孔橋は蘇州の寶帶橋を模したものである。玉泉山は萬壽山の西約三軒に在り、靜明園と稱する前清の離宮である。昌平縣は北京の西北、天壽山の下に在り明朝十三代の陵が残されてゐる。

北京に遊ぶ邦人が見落してはならぬものに事變の發祥地たる蘆溝橋がある。彰義門外約十六軒西の永定河に架せられた石橋で、マルコポーロの旅記に依り西洋に紹介され、一名マルコポーロ橋の稱がある。金の定年間四箇年の歳月を費して完成したものである。吾々邦人にとつて歴史的に感銘するところは聊かもないが、この橋上に立つて遠く事變發端當時の世界情勢を偲びつゝ今日の輝かしい大東亞戦争に思ひを致すと、胸中の感激これに過ぐるものはない。

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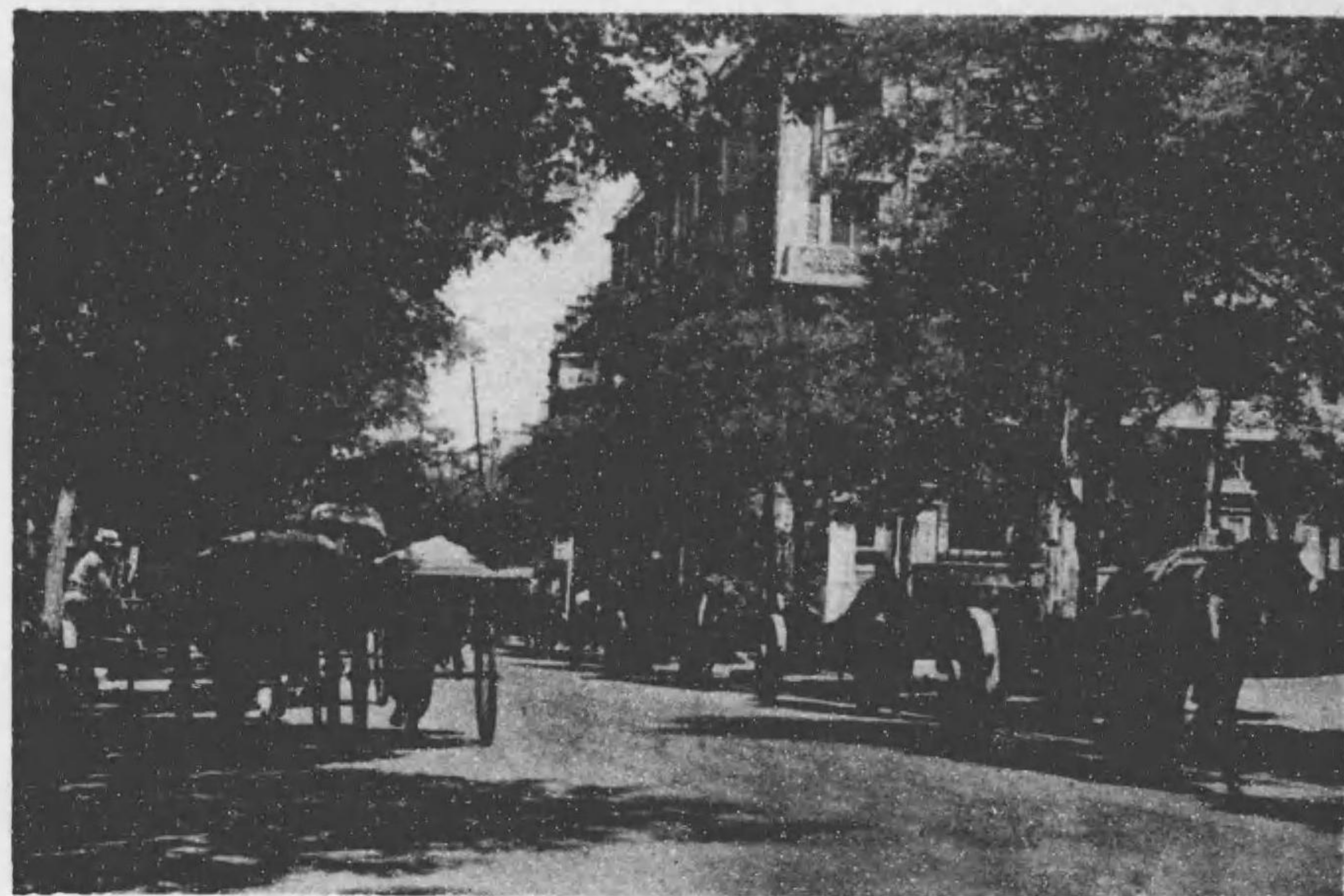
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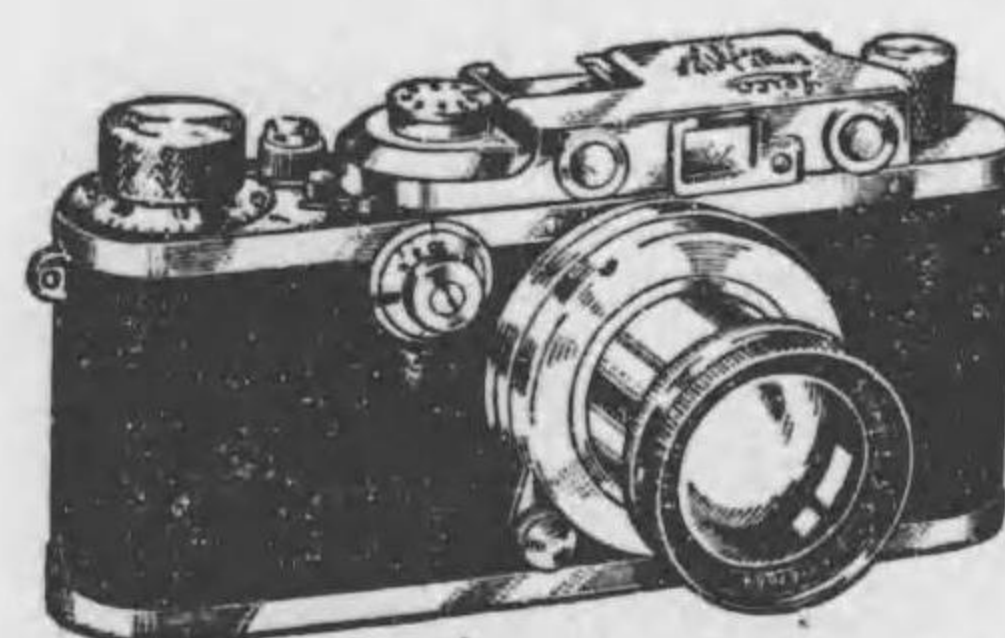
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In view of the great importance to the welfare of the Greater East Asia Co-Prosperity Sphere the exploitation of coal resources in North China, the reserves of which are estimated at well over 100,000 million metric tons, has been vigorously pushed forward. Because of the cooperation of Japanese interests and peace and order enjoyed since 1937, the yield is now far in excess of that of 1936.

In these days when demands for coal are very heavy while supplies are short, it is, needless to say, not judicious to leave the distribution of coal in the hands of business firms solely pursuing commercial gains; hence, the Company has been set up following discussions by the authorities, in realization of closer economic co-operation between Japan and China. Having for its aim a worthy contribution to the well-being of the East Asia Co-Prosperity Sphere, the Company, a growth of developmental liquidation of the sales department of the Kochu Koshi, Ltd., is not a mere trading company established for profit, but an ordinary

corporation financed jointly by Japanese and Chinese.

The Company is under the able management of the following officers: N. Yamamoto, President; Tseng I-chin, Vice-President; A. Deshimaru and R. Ishii, Managing Directors; T. Inouye, Tsao Ju-lin, M. Endo, F. Ohta, S. Imoto, T. Yokoo, Directors; K. Kishi and Chiang Shao-chieh, Auditors.

Capitalized at 20,000,000 yuan, the Company is located at No. 13, Taimutsang, Administrative District No. 2, Peking, with branch establishments at Tokyo, Tientsin, Tsinan, Taiyuan, Paoting, Shihmen, Sinhsiang, Hsuehchow, Kaifeng, Tangku, Shanghai, etc.

The Company handles coals mined at the various collieries. In addition to coal, which is shipped in enormous quantities to Japan, Manchoukuo and Central China besides catering to local consumption for railway, industrial, bunkering and domestic purposes, the Company deals in coke and other by-products.



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建設總署機構及其事業概況

建設總署督辦下有署長技監各一員內設五局 (一) 總務局 (二) 經理局 (三) 公路局 (四) 水利局 (五) 都市局此外直轄之施工機關有九 (一) 北京工程局 (二) 保定工程局 (三) 天津工程局 (四) 濟南工程局 (五) 太原工程局 (六) 開封工程處 (七) 徐州工程處 (八) 石門河渠工程處 (九) 唐山河渠工程處茲將四年以來 (自民國二十七年四月至現在) 建設事業概況分陳如左

(一) 公路 航空

公路建設，在今日的華北，的確是非常重要的，他不但可以鞏固治安，並且還可以發展產業，所以我們對於公路的建設，非常重視，大致說起來，公路實施的類別，約可分為下列四種，一是新設，二是改良，三是補修，四是維持，此外遇有水災時，並注重災害復舊工程。

統計自從本總署成立以來，一直到現在，全年能通行的公路，大約有四千公里，除雨季及解冰期以外能通行的公路大約有一萬三千公里，合計有一萬七千公里，雖然本質上還不曾達到理想中的境地，但是大部分可以通行無滯，談到航空設施，對於現代國家的交通，最為重要，尤其是現在的華北，對於航空建設，更是當前的急務，所以四年以來，我們關於航空設施方面，曾經盡有極大的努力，例如各飛行場所有的滑走路，誘導路，排水溝，以及市內與飛行場之連絡道路，附近橋梁等，可以說是大部完成了。

(二) 水 利

談到水利方面，我國本極重視，可惜在技術上墨守成法，致未能根本治理，本總署旨在惠民，所以成立以來便以治水為己任，我們對水利建設的方針，就是處理洪水，普及灌溉，發展水運，開闢水力發電，和供應工業用水，換句話說，就是一方面是防止水患，一方面是振興水利，其中值得報告的，就是津石運河的開鑿，山東黃河堤防的補修，河南新黃河的疏築，以及改修南北運河，疏濬子牙大清等河，為了確保京漢鐵路的安全，所以特地修築滄沱河岸堤，治理漳河南沙河，為了確保津市的安全，所以特地實施獨流入海減河工程，修築西河橫堤，同時，更完成石門防水工程，以確保石太路綫，就已經損害了的各河堤防，——補強護岸，修復堤防，此外為了改善農田，實施灌溉，還特地在北倉附近，設渠引水，把灌田的方法，加以改良，目下又在灤河，蓟運河，滄沱河各地區，實施河渠工程，在相當時期之內就可以次第完成，至於水力發電，水運事業等等，也都在積極進行。

(三) 都 市

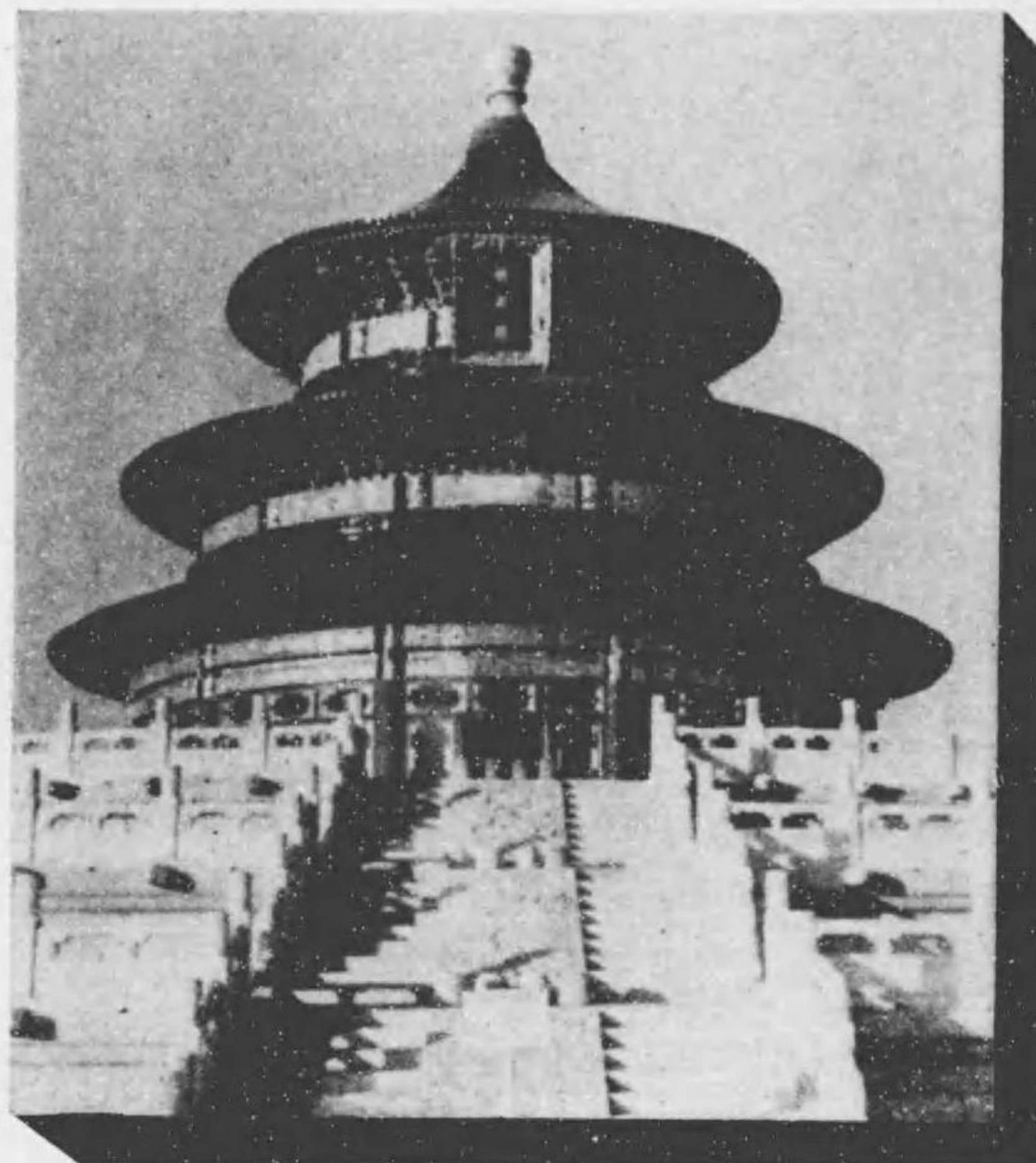
都市建設原是一國文明的表現，何況近十數年以來各大都市，多半都殘毀待整，所以關於都市建設更是刻不容緩，所謂都市建設的範圍暫就北京天津，(包括塘沽) 太原，石門，濟南，徐州等各都市着手，一方面就各大都市的街道加以改善和鋪修，甚至架設橋梁，修理排水路，另一方面則在原有的都市附近從新建設新的街市，譬如在北京市東西郊，天津市特三區及塘沽西部，石門市的西北，濟南市南郊，都已經按照最新的，都市計劃，着手建設合于近代設備的新街市，徐州，太原等地的新街市，也都正在計劃之中雖然整個的設計，還沒有完全實施，可是今日的都市，比較事變以前，已經很有顯著的進步了。

(四) 河渠建設事業

所謂河渠建設事業，也就是惠民土木事業，本總署對於農田水利的基本事業，如蓄水設施和輸水幹渠的開鑿，早已着手進行，統計現在已經施工的，有灤河地區，蓟河地區，還有滄沱河地區，灤河地區是在羅家屯地方，建設蓄水池庫，和水力發電堰堤，同時在灤河下游，開鑿引水幹渠，蓟河地區，是在下游建設止潮堰堤，一方面可以阻止海潮上溯，另一方面可以壟斷農田，至於滄沱河地區，是準備建設蓄水池，設備水力發電，開闢津石運河，這條運河，不但可以便利交通並且可以灌溉農田，假定完成之後僅就灌溉農田而論，就可增加很大的農產了。

上邊所說的一切，就是我們五年來建設的輪廓，此後我們更要本着既定的方針，繼續努力，國家能多一分建設，人民就能多一分福利，什麼時候實現了華北的樂園，便算是完成了建設的責任，也就是協力完成建設東亞新秩序的聖業。

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15

Reconstruction in North China

By
The North China Railway Co., Peking



The Stone Buddha of Tatung, Mengchiang

Chinese, since 1937. The most important of them are, **King-Ku** (Peking-Kupeikou) line connecting Peking and Chengteh, Jehol; **Hsin-Kai** (Hsinhsiang-Kaifeng) line connecting the two trunk lines of the **Tsin-Pu** (Tientsin-Pukow) Railway and the Peking-Hankow Railway; **Shi-Teh** (Shihmen-Tehsien) line; **Tung-Lu** (Tungkuan-Luan) line, built specially for the purpose of developing the southern portion of the province of Shansi; other lines having been constructed mainly for transporting coal and other underground resources.

Besides these new railway constructions thus far, there have been introduced improvements and reinforcements in the railway facilities; a renovation in the system of management, an increase in traffic efficiency, etc. are steadily under way. For instance, the whole of the tracks of the **Shih-Tai** (Shihmen-Taiyuan) line, previously a narrow gauge railway, and that part of the Tatung-Fuchow Railway north of Taiyuan have been reconstructed to be standard gauge railways, whereby their carrying capacity has been notably increased to mark an epoch in the development of Shansi Province, reputed to be a treasury of mineral resources.

The systems of charging freightage by the different railway lines in North China, previously divided into eight freight zones and without any liaison or unification among them, have been radically unified and revised so that a rational, basic tariff is now charged and a very plain freight system is now in force; the proper function of railways is at present brought into play on a full scale for the first time.

As we recall the days following the outbreak of the China Incident when all the lines were not free from the havoc played by the hostilities and when all the railway employees deserted their duties, we can not but be surprised at the phenomenal change which the North China Railway Co., Ltd. has instituted since then. The railways, operated by the Chinese prior to the outbreak of the hostilities, have almost completely put on a new aspect, being now in every respect almost on a level with the railways in first rate civilized countries of the world.

Open to traffic in North China and Meng Chiang Regions (the Mongolian Borderland), the aggregate length of the lines under the control of the Kahoku Kotsu Kaisha (the North China Railway Co., Ltd.), as at the end of April, 1942, was 6,003 kilometres, an increase of 313 kilometres as compared with that in existence at the time of the outbreak of the China Affair, and the said aggregate length in kilometres represents an extension of approximately 1,000 kilometres in so short a span of time as three years in comparison with April, 1939, in which month the North China Railway Co., Ltd. was established. Considering that 700 odd kilometres of the Lunghai Railway west of Kaifeng is still under the control of the Chungking regime, the extension of the mileage of the lines controlled by the company is almost entirely the result of new constructions effected after the outbreak of the China Affair.

Thirteen lines aggregating 870 kilometres in distance had by the end of April, 1942, been newly constructed by the North China Railway Co., Ltd., an undertaking jointly financed by the Japanese and

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TIENTSIN

Tientsin, lying at the junction of the Pei-ho and the Grand Canal approximately 40 kilometers upstream from the Gulf of Pechihli, is the principal gateway to North China, ranking next only to Shanghai as a port of foreign trade.

Since Tientsin is the key-point of overland and maritime traffic, it is in a position to facilitate the transportation of products of vast territories of the northern part of Tibet, a portion of Shantung, a greater part of Mongolia, the northern section of Shensi and the provinces of Kansu, Shansi, Chihli and Sinking. The climate, on the whole, is of continental nature with wide variations in temperature.

Due to outside influence which was prevalent in the city for years, Tientsin has an Occidental touch with beautiful residential districts and roads. Many countries were signatories to the Treaty of Tientsin which gave them right for the distribution of land, stationing of troops, etc., but following the United States, which relinquished this privilege later on, Germany, Russia, Austria, etc. likewise returned their concessions after the Great War. Immediately after the outbreak of the War of Greater East Asia, the Japanese Forces took over the British concession.

The most thriving distributing center of North China, Tientsin is also the center of railway communications. At Peking, a connection is made with the trunk line leading to Hankow, and with a branch line to the northern part of Shansi by way of Kalgan. It is the northern terminus of the Tientsin-Pukow Railway which communicates by ferry across the Yangtze with the Shanghai-Nanking line.

There are some well-known temples in the city, the most noteworthy being the Hai Kwan Sze Temple, famous for the huge bronze bell, a war trophy, in the compound. The Drum Tower, from which a splendid view of the city is obtainable, is also appealing. The Nanking University, one of the most modern educational institutions in North China, is of interest while the Huangho-Paiho Museum on the Race Course Road is one of the best of its kind in the world containing rare collections.

天津 天津は白河に臨み渤海灣へ四十軒、その位置は一億餘の人口を有する北支及蒙疆の咽喉を扼してをり唯一の水陸交通上の關門である。北京へは一三九軒、兩者の關係は吾が京都と大阪の如きもので、北京は古くより帝都として隆盛をみたが専ら消費的存在であつたに反し、天津は白河、西河、大運河等の舟楫の便にも幸ひされ、物資の集散を司り以て北京への補給的存在として成長したのである。その地名の起りも天子の都たる北京に渡る所と云ふ意味で一時は天進と呼んだこともある。

然しながら今日の天津を完成せしめた最大原因は、北京條約の締結に依つて鎖國主義の舊殻を脱し國際的通商關係を生じ北支最大の開港場として登場したのに始る。その上各國が北清事變の結果租界を獲得し、これを根據として奥地との交通を第一に、次いで經濟經營へと競争的に進展をとげた爲、幾多の運河が浚渫されて舟楫は輻輳し、陸上交通網は四通八達して内外貿易が次第に殷盛に赴き茲に世界的貿易經濟都市天津が出現したのである。

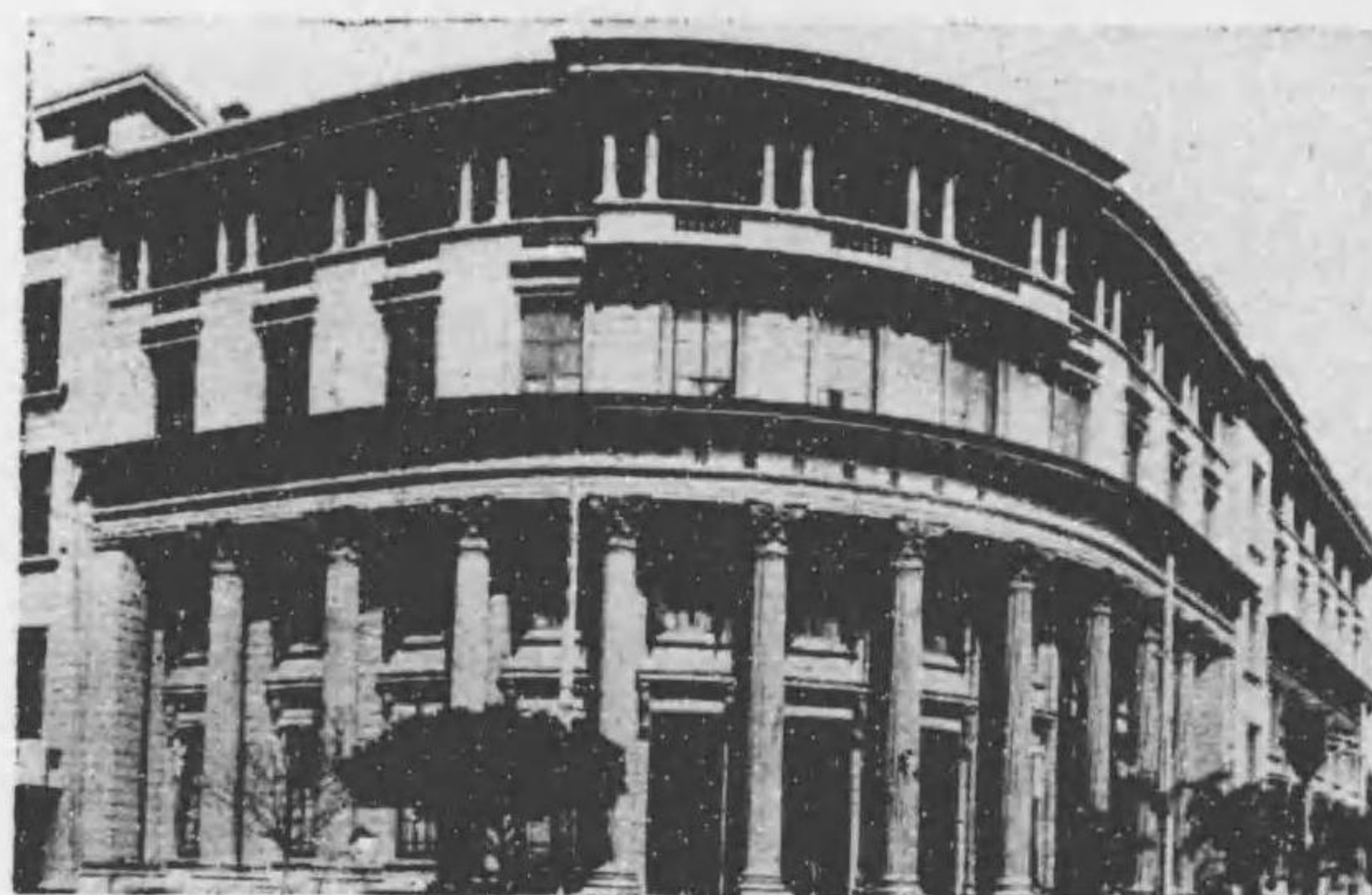
市街は支那街、日、佛、伊租界、特別區等に分割されてをり總面積一八平方軒、人口百二十萬に達し、その内邦人は茲數年目覺ましい進出を見せ現在五萬五千を算してゐる。租界及特別區は街路整然として支那的雜踏になやまされる様な事はなく、梨棧大街はその中心で此處には内外巨商の店舖が多く並んでゐる。然しなんと云つても天津の中心地は現在日本租界である。旭街の中原公司附近をその核心とし宮島街、伏見街、曙街附近は内地と何等異るところがない。

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The port is so constructed that at ordinary high water, vessels of average draught may cross the Taku Bar and proceed up to Tientsin unaffected by the wind. However, it is being contemplated to effect eventually improvements for anchoring vessels of larger tonnage. There are several dry docks capable of accommodating medium sized ships as well as one at Hsi-ho which can shelter vessels up to several hundred feet in length.

There are fairly large factories engaged in the manufacture of woollen textiles, flour, cement and paper. The manufacture of dyestuffs, paints and other surfacing materials, match, soda, salt and strong acid are the outstanding chemical products.

入の二六%即ち六千萬元、輸出の五五%即ち九千八百萬元の貿易額を示してゐる。輸出商品の主なるものは棉花、未精製毛皮、羊毛、カーベット製品等であり、輸入商品は鐵及鋼、綿布、綿製品、羊毛製品、小麦、麥粉等が主である。

近來日本資本の進出に依り見違へる程工業生産方面に發展を示してゐる。在來より行はれてゐた紡績、製粉、燐寸、製油、骨粉等の外、最近では醸造製革、化學工業、鐵工業、電力等が目覺しい勢ひで進展しつつある。

天津は將來北支第一の貿易港として、經濟上最も重要な商業都市たると共に、蒙疆地區の資源開發の進捗に伴ひ大工業地帯としても發展する事は何人も否定し得ぬ所である。依つて建設總署は大天津建設の目的を以て、三十年後に於て人口三百萬、面積二五〇平方里に及ぶ大都市計畫を發表した。計畫の成就是華北蒙疆への大關門都市を實現し、中華の上海と頡頏して相つづらぬ程重要な存在となるであらう。

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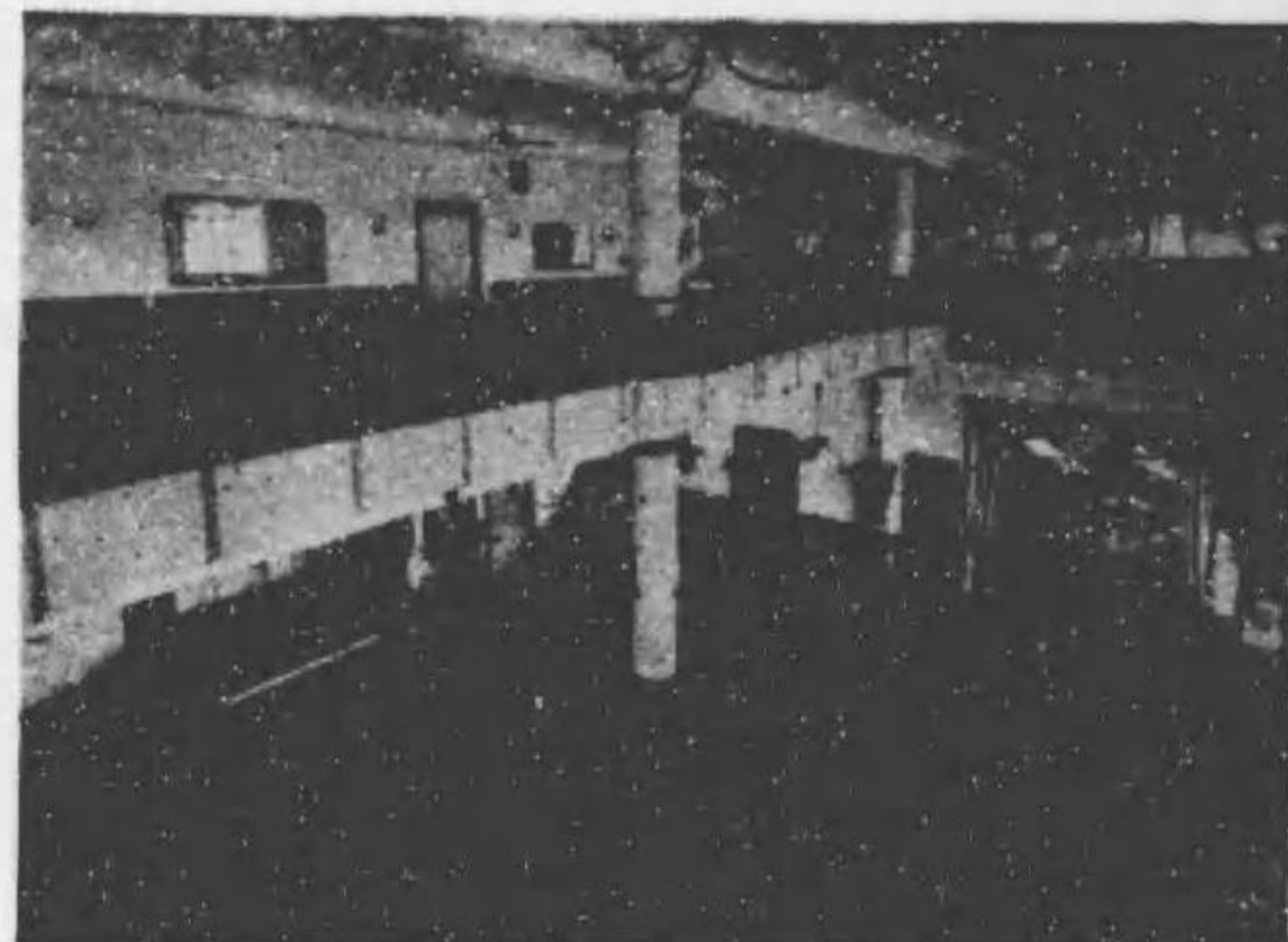
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Interior view of the recently constructed premises of the well-known **Cafe-Restaurant "VICTORIA"** Tientsin, is undoubtedly one of the most remarkable sights of the city.

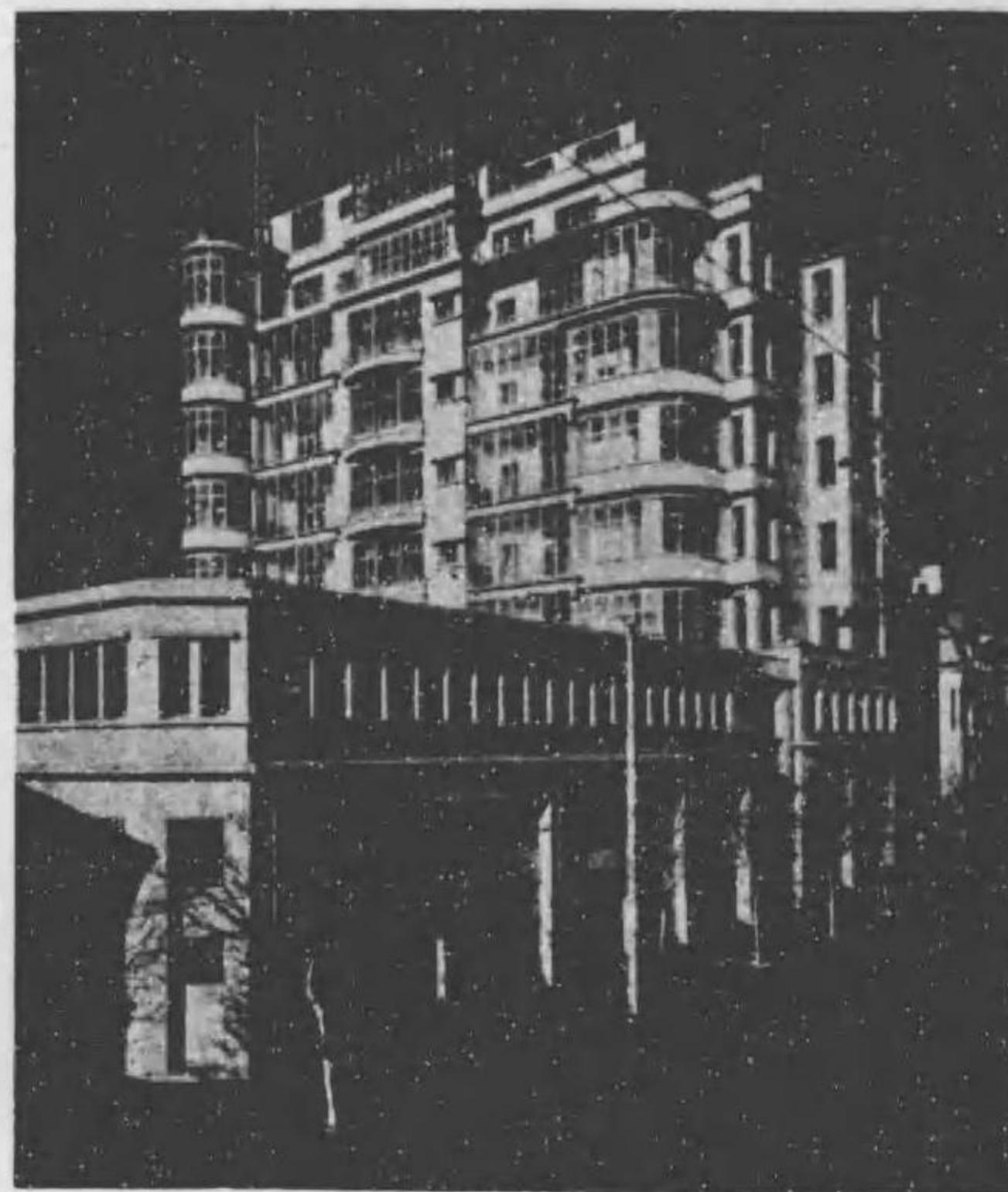
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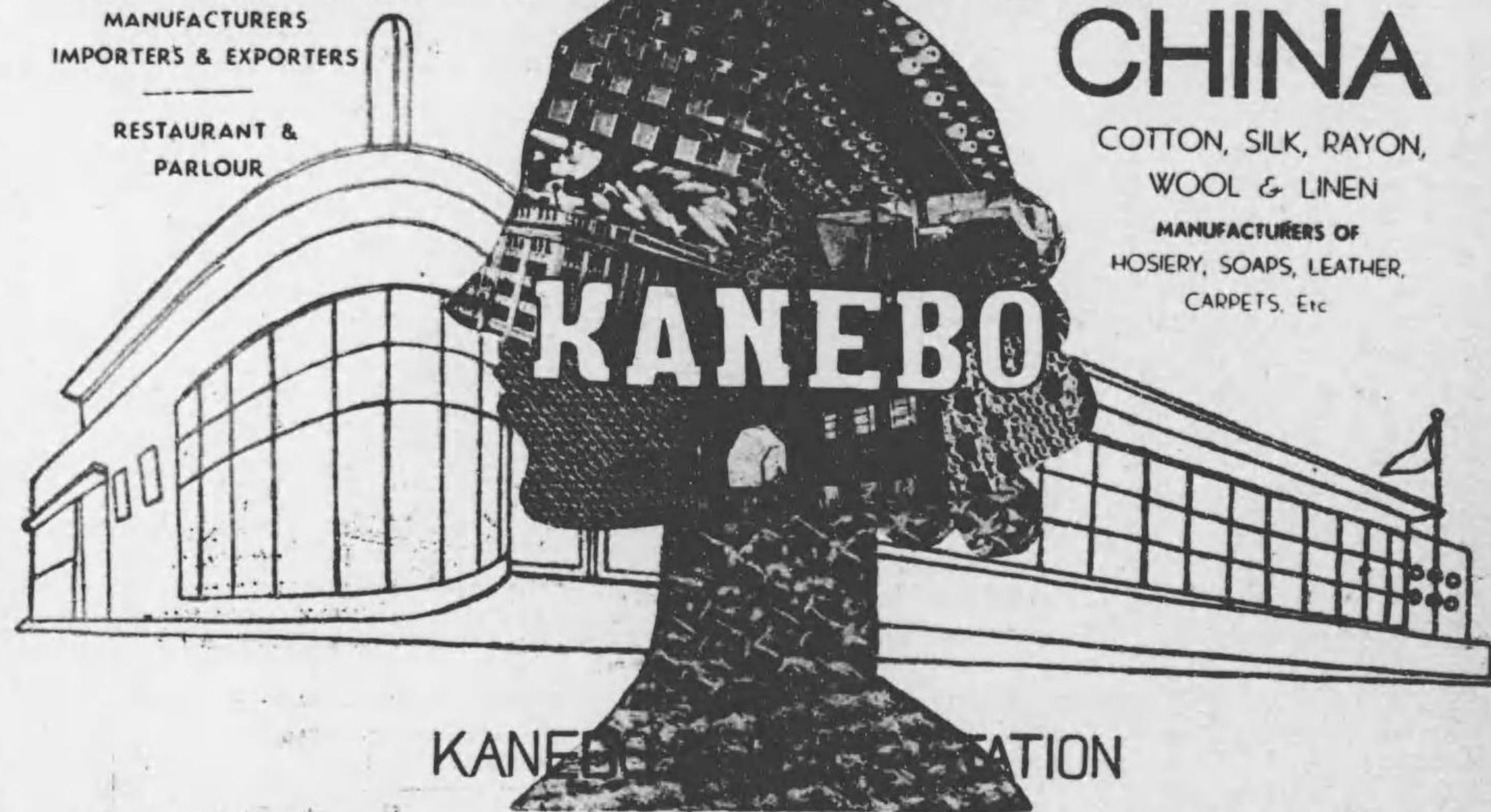
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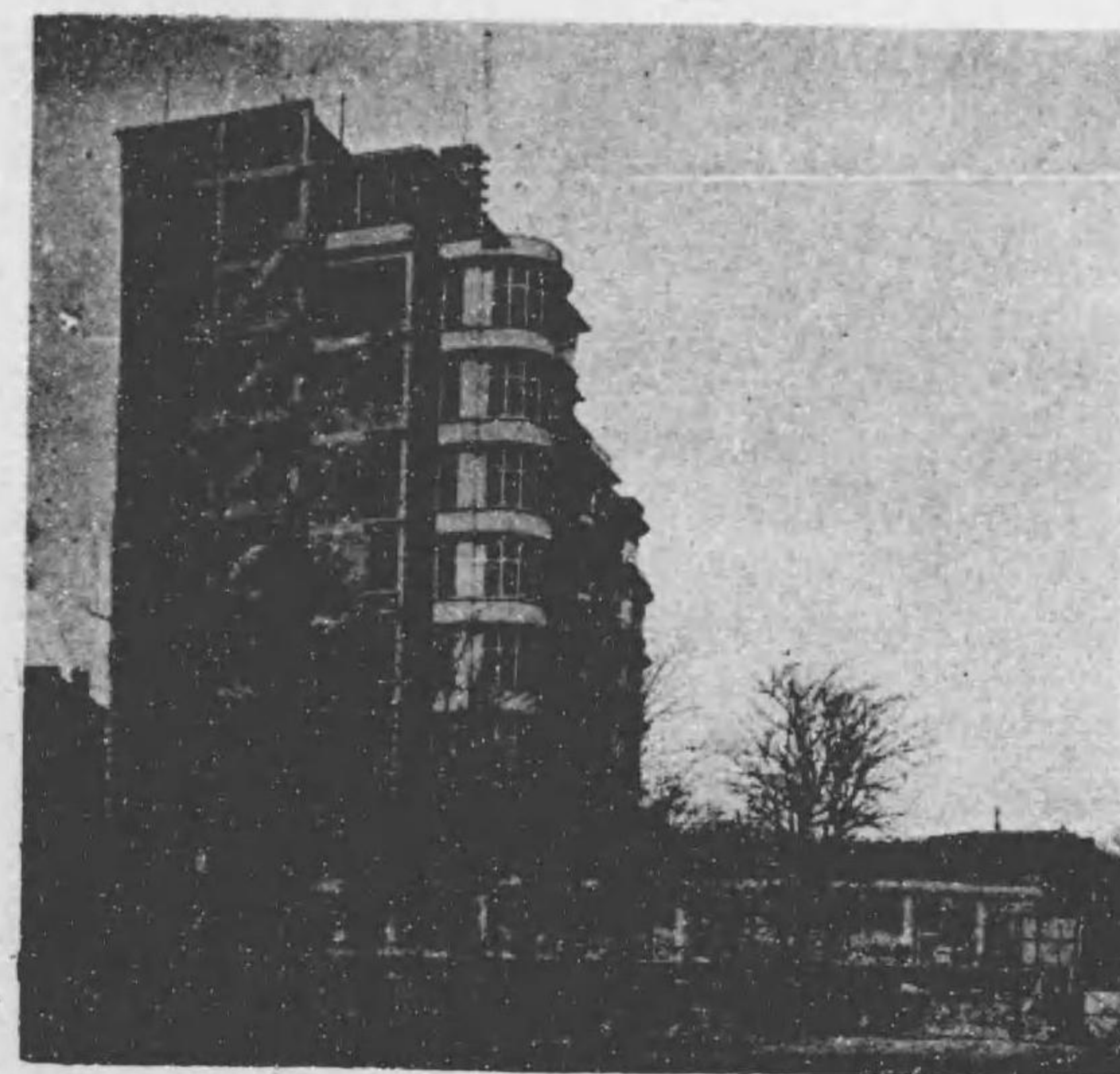
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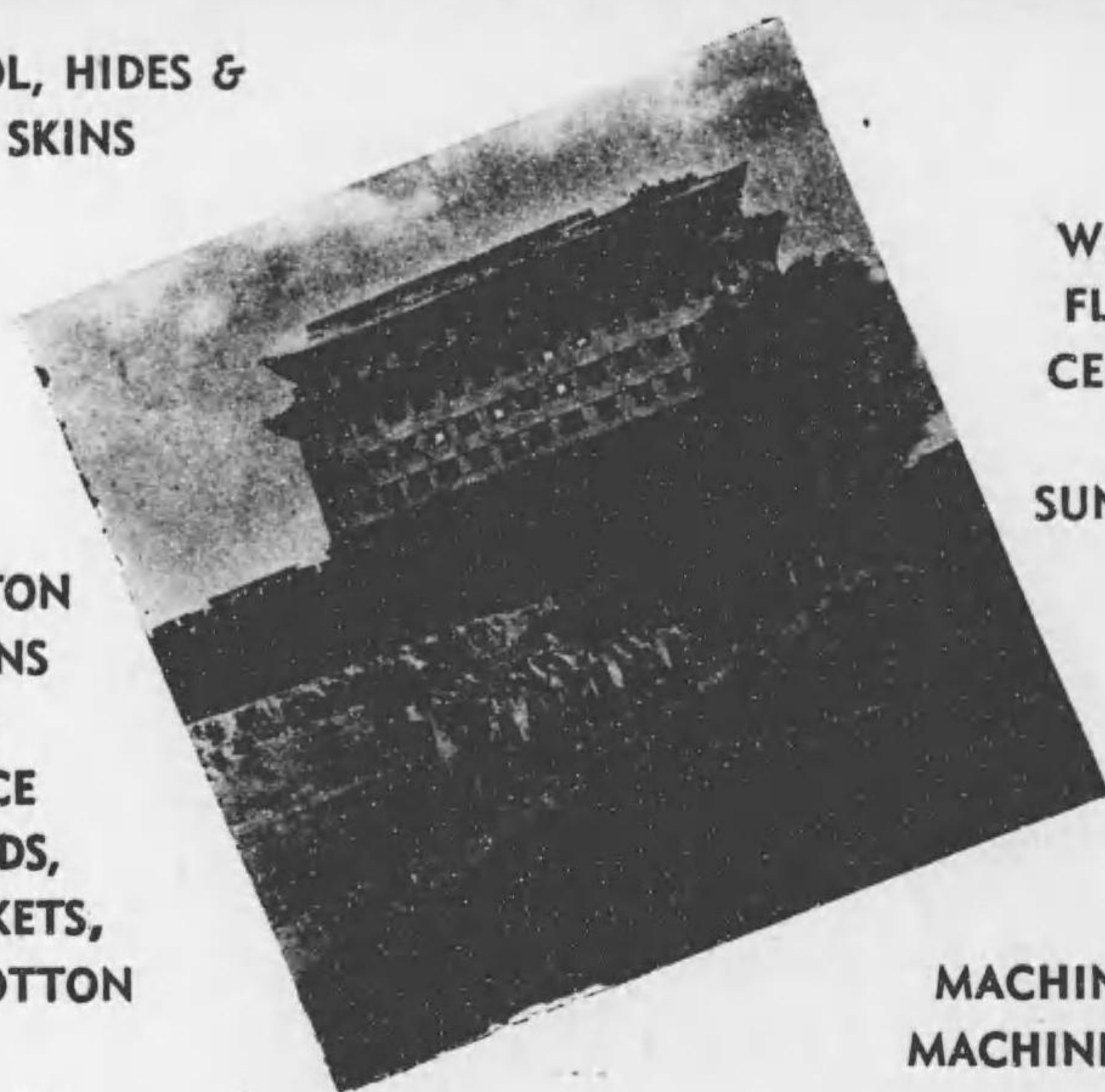
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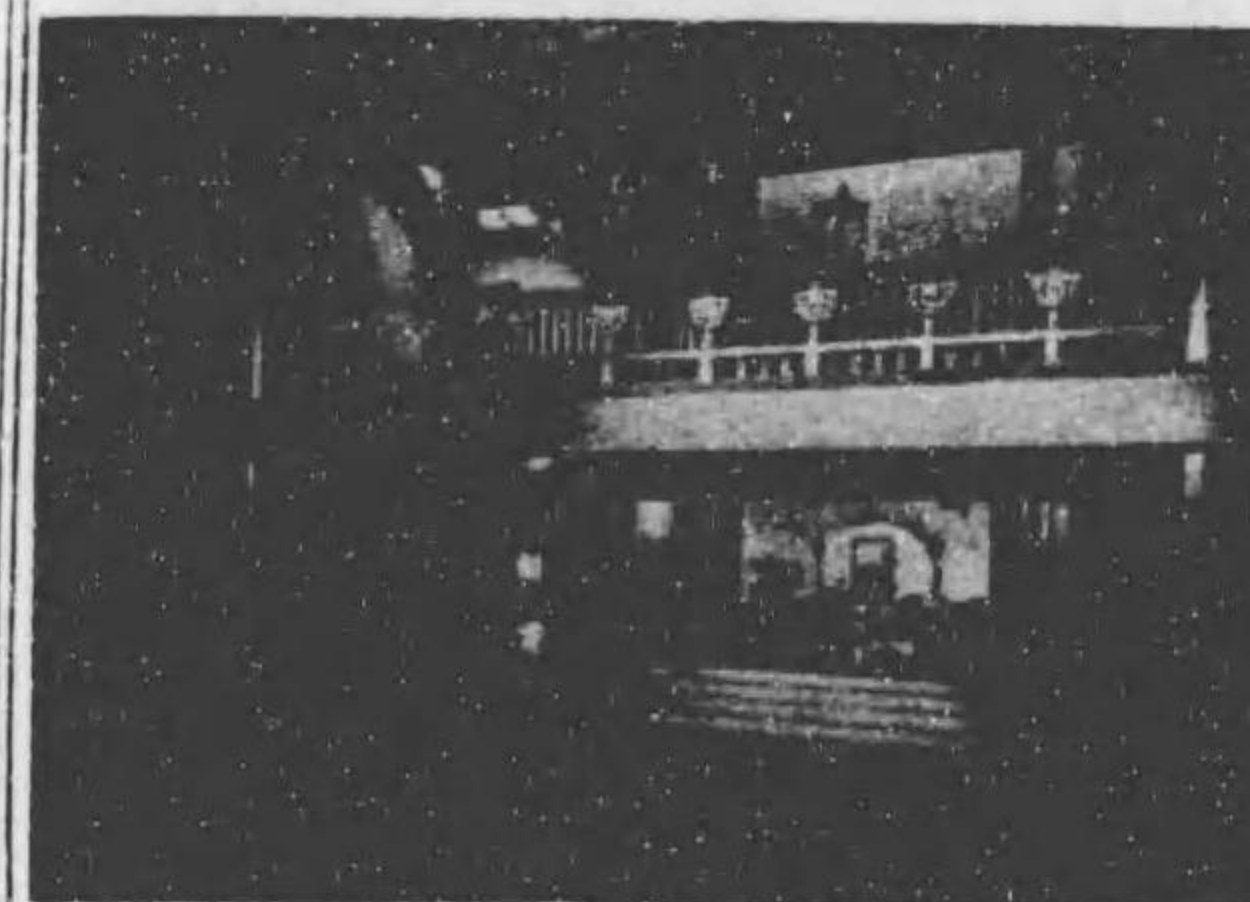
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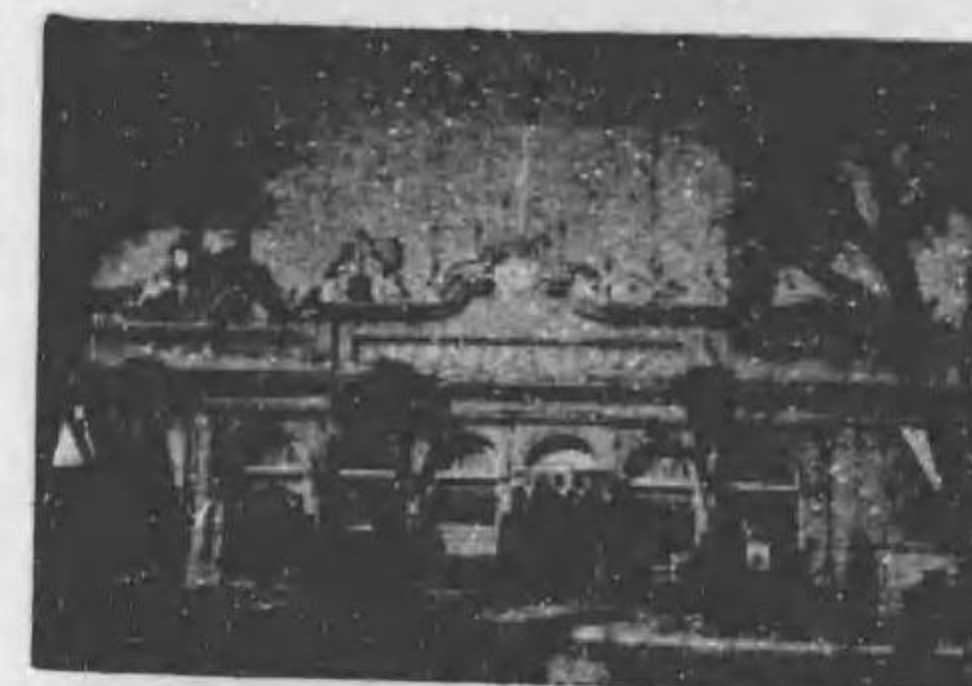
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Tsinan, the political as well as military center of Shantung province for centuries, is centrally located in the fertile loess formation along the Yellow River. The city is also the key-point of the Tientsin-Pukow Railway and, due to its convenient water traffic facilities, forms one of the important places of commerce and communication in North China. The climate is salubrious and as the streets are clean, it has rarely suffered from epidemics so common in China.

The city of Tsinan consists of the walled city and Shangpu, or the Trading Quarter. Access to the walled compound is made possible by means of gates constructed in eight different places. Outside the walls, on east, south and west sides, are the flourishing streets which are screened by an outer wall. The Trading Quarter is located outside the west gate. The most flourishing part is the First and Second Malu, on which are found most of the principal business establishments, banks, stations of the Tsin-Pu and Kiao-Tsi lines, etc.

Mention should be made of the transportation facility afforded by the Hsiao-ching and Yellow Rivers. The course of the Hsiao-ching River, an artificial extension from the narrow waterway, was the only means of the traffic for trade until the opening of the Kiao-Tsi Railway, and to this day, a number of junks plies between Yan-koo-kow and Huang-tai-keau. Traffic through the Yellow River, which originates in the upperland of Kansu and Koku-nor, is much obstructed by the overflow of the river and the accumulation of sand washed down from the upper reaches. Passage of junks is possible, however, between Kai-feng and Lan-kou.

The Shangpu Park, Soldiers' Monument, Lake Ta-ming-hu, Po-tu-shuan Spring and Mt. Chien-fo are considered places of interest. The Shangpu Park is tastefully laid out with a spacious ground in the center with artificial mounds, fountains, athletic ground and a music hall. The Soldiers' Monument, dedicated to 157 soldiers killed in the Tsinan Incident, is located at the Sixth Malu in Shangpu. The Ta-ming-hu is a lake stretching along the northern corner of the walled city, and having a circumference of about six kilometers.

濟南は資源に恵れた山東省の中央部に位する要都で、天津より三五七軒、青島からは三九三軒の距離に在る。人口五四萬、市街は二重の城壁に圍まれ内城と外城に分たれ、尙その他に黄河に臨む商埠地區の三域より成つてゐる。

現今山東省第一の金融商工市場である濟南の歴史は誠に古く禹貢時代にはすでに城市であつた。黄河の河道は變じてしまつたが春秋戰國時代濟水即ち黄河の南に在ると云ふので濟南と稱され、黄河の榮ゆると共にその水運の要地として今日に至つたのである。現在では膠濟鐵道、津浦線の兩鐵道と黄河、大小運河及道路網の集中點となり廣大な背後地よりの山東資源は近來頗るその需要が激増したので、古都濟南は今や全く交通、經濟上の一大要衝として重きをなし北京、天津に次ぐ近代商業都市として活潑なる發展をとげるに至つた。

濟南の取引市場を賑はす物資は山東の特産たる落花生、落花生油、小麥、棉花、大豆等を輸出し、煙草、綿絲、石油、砂糖、人絹等を輸入してゐる。又北支各地へ仕向けられる葉煙草の移出も盛んである。近來濟南は豊富なる用水燃料及勞力と附近資源の開發に恵まれて輕工業が先づ最初に興り、是等が段々加工の域より製造に進化して、逐次工業的に飛躍の動向を示してゐる事は喜ばしき次第で製粉、紡績、燐寸、セメント等その將來性には見るべきものが多い。

市街を圍む城壁は明朝初期に築造されたのが手始めで、其の後明の洪武年間にも修築された高さ四十餘尺、厚さ二十四尺、周圍三里二十丁に及ぶ堂々たる樓門を備へてゐる。韓復榘はこの城塞へ更に近代的防禦工作を施して難攻不落を誇つたが、無敵皇軍の前には何等の障りともならず大黄河渡河と共に譯もなく陷落してしまつた事は吾人の記憶に新しい。

濟南では是非見物すべきものに城外南郊歷山下の有名な齊魯大學や、殖産、衛生思想の普及に貢獻する處の多かつた廣知院がある。其の他附近には



千佛山

Mt. Senbutsu-san, about 3 kilometers south of Tsinan, commands a panoramic view of Tsinan and the Yellow River

The Po-tu-shuan Spring, located within the compound of the Lu-tsu-miao Temple, is the largest among the 72 fountains in the vicinity of the walled city, and it gushes up to a height of more than three meters. Mt. Chien-fo, meaning "Mountain of Thousand Buddhas," is one of the Lu-shan ranges standing to the south of the walled city. The path leading to the summit is lined with one thousand Buddhas.

The annual volume of Tsinan's trade averages around 167,000,000 Yuan, the value of imports representing usually more than 80 per cent of this amount. Among the leading articles of import are cotton yarns and tissues, rayons and rayon goods, machinery and tools, electric appliances, bicycles and parts, rubber goods, dyestuffs, sugar, paper, match, wood and timber, coal, coke, etc., while the chief export comprises raw cotton, cotton-seeds, groundnuts and oil, wheat and flour, straw braids, etc.

名高い大明湖があり、清水を湛へた湖畔には数多くの古蹟が点在し、又古來此處に遊んだ文人墨客の詩句や題詠が碑記に残されてゐる。跑突泉は城内の南關呂祖閣の境内に湧出し、七十二泉の中第一泉の稱がある。省城の南約三十町には千佛山があり歴山又は舜耕山と稱し、この山頂よりの黄河の景色は絶佳で城東南五里の龍洞と共に旅人の必ず足を印する所である。

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Once a small fishing village, Tsingtao today is the best port in North China and second only to Tientsin in respect to the volume of foreign trade. Equipped with modern and extensive docking facilities, it is also a vital commercial center of Shantung province and a favorite summer resort as it forms the eastern terminus of the Kiaochow-Tsinan Railway and has an ideal oceanic climate.

Repetition of civil wars in China has had detrimental effect in the development of Tsingtao so splendidly started out by the Germans and ably followed up by the Japanese, which naturally reflected unfavourably upon the trade condition. However, with the institution of the new National Government of Nanking headed by Mr. Wang Ching-wei, a new and peaceful era has again dawned upon North China, giving Tsingtao a very promising future.

The beautiful city is divided into five sections, namely, the Tsingtao Proper, Ta-Pao-Tao, Wharf, Residential and New Town.

The macadamized and paved roads in the Tsingtao Section are broad and smooth, and the houses are built in modern style, very commodious and substantial. Along the shore is constructed a concrete bund where a walk or drive is unusually delightful. The Tsingtao pier, joining the main street, makes a charming place for a promenade. Since this is the main part of the city, there are many excellent hotel, pension and apartment house accommodations for both Chinese and foreigners.

The Ta-Pao-Tao Section, a mixed quarter for Japanese and Chinese merchants, is the commercial center with Chung Shan Road running north to south where extensive trading takes place. At the northern end of the road is the Tsingtao Post Office, and a few steps away, the Tsingtao Market where all sorts of foodstuffs are obtainable.

In the Residential Section are the famous bathing beach, a well-laid out race course and the attractive Chung Shan Park. Iltis Huk, situated east of the race course, is another summer resort for those who prefer quietness rather than crowd. Surrounded by hills and forest, it has a comfortable bathing beach and many modern villas which present an altogether different atmosphere from other places.

青島 青島は山東半島の突端に近い大陸の一角をなし、北緯三五度、本邦の福井、水戸と同緯度の線上にあり、北支沿岸唯一の天然良港にして人口五三萬、面積八千五百平方里に及ぶ北支有数の大都會である。

青島は曾て明時代には倭寇に対する防禦地的存在に過ぎず、清時代に至つては尙更顧みられる處なく僅かに戎克貿易を営む小港に過ぎなかつた。然るに約半世紀前、當時東洋進出の野望に燃えてゐた獨逸は山東一帯とその港口たる青島に着目し清國政府より租借權を獲得すると同時に遠大なる意圖の下に鋭意開發に努め、十六億馬克の巨費を投じて科學的設備と經營を廣く行ひ、露國の旅順大連、英國の威海衛に對抗する軍事經濟的根據地を完成せしめたのである。爾後青島の隆盛は旭日の如き勢ひで豊富な山東物資の吞吐港として發展し支那屈指の貿易港となつた。ところが第一次世界大戰に際し皇軍は激戦の後青島を攻略し、爾來八年間獨逸に代つて青島と山東の經營に當り、其の間青島をして全く完成の域に到達せしめたがワシントン會議の結果支那に之を還附したのであつた。

支那事變に依つて再び邦人の力に依る青島發展が繼續される事になり、今日では青島の背後地山東省の豊富に恵まれてゐる石炭、鐵等の礦產物、落花生、鶏卵、生牛、棉花、葉煙草、柞蠶等の農產物、其の他天日鹽等を原料とする各種工業が力強く勃興され、全く近代的生産都市として面目を一新した。青島にとつて獨逸が産みの親であるならば、吾國は育ての親として何人にも誇れるところである。

青島の主なる貿易商品は、落花生、落花生油、葉煙草、綿絲、鹽、加工卵、鳥獸肉等を輸出しその額は昭和十四年に於て一億三千二百萬圓に上り、石油、木材、鐵及鋼、機械工具を輸入し同年度に於けるその額は一億七千六百萬圓に達した。

市街は東西南の三方潤けて海に面し、北は山を背ひ風光明媚、街路、水道下水、建築等は巧みな設計に依り街衢整然とし、その美觀は東洋のメーヌとして有名である。

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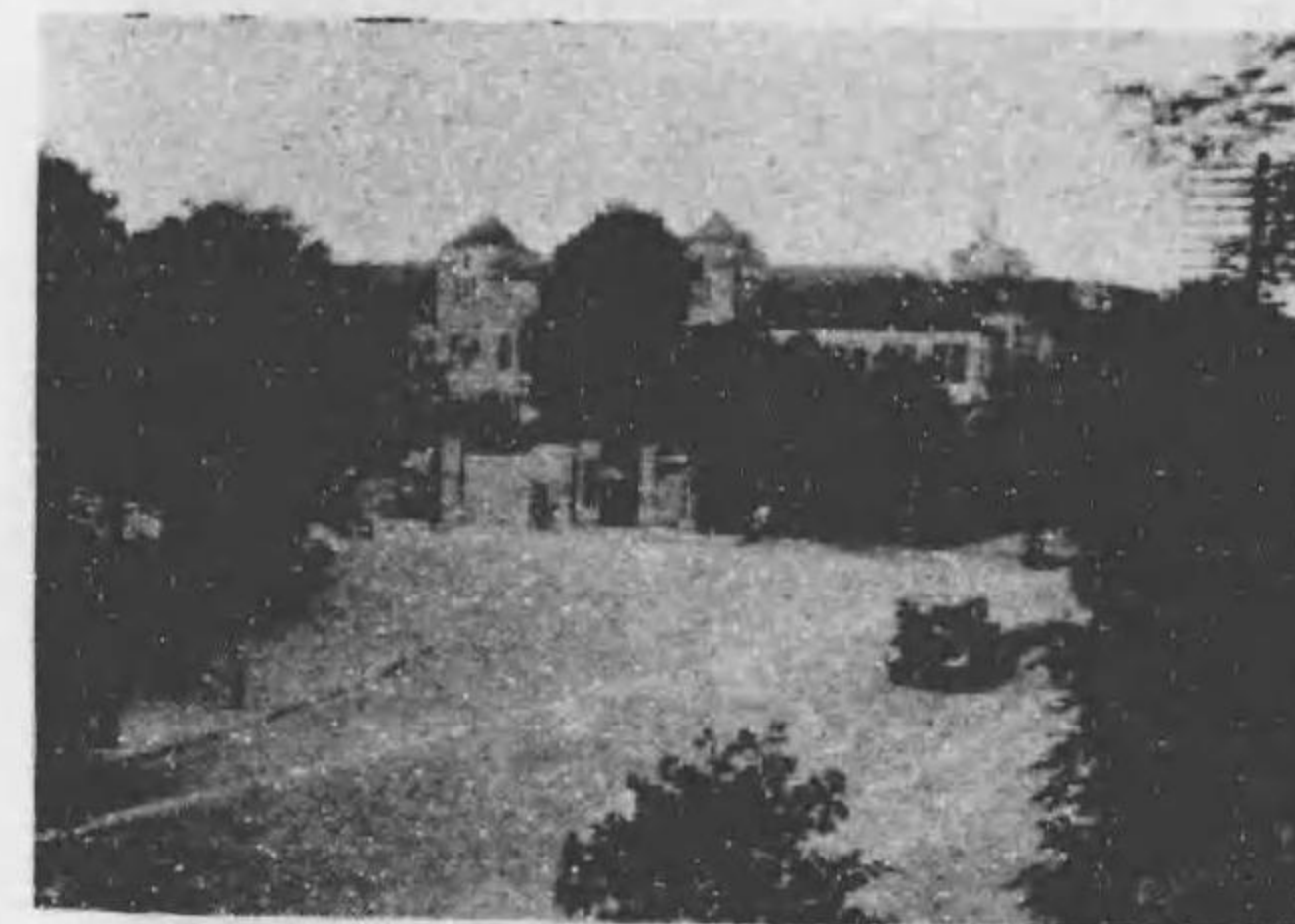
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Principal places of interest near the city include Lao-ting, commanding a magnificent view over an extensive territory; Li-tsum, noted for its large-scale production of fruits; Lao-Shan, a mountain range towering in the eastern part of Shantung province, etc.

Some of the outstanding products shipped through the port of Tsingtao in large quantities are cotton, groundnuts, tobacco, kaoliang, millet, soya-beans, wheat, sweet potatoes, and eggs. The cotton industry in Tsingtao was greatly developed with nine well-equipped Japanese mills operating before the outbreak of the China Affair, but they were ravaged by the retreating Chinese troops during the hostilities.

The JAPANESE TSINGTAO HOSPITAL occupies an ideal position on a mountain-side in the south of Tsingtao, at an altitude of 100 to 170 feet. The hospital has nine departments comprising internal treatment, surgery, pediatrics, maternity, skin and urinary diseases, ophthalmic treatment, otorhinolaryngology and dental surgery.

The Japanese Tsingtao Hospital originated in the hospital constructed by Germany in 1898 at a cost of 1,980,000 marks. The hospital has been much enlarged since it came under the management of the Japanese, and it now comprises six hospital-houses, with many additional buildings. There is also a medical school attached to the hospital for Chinese students, although it has been closed since 1927. The medical staff headed by Dr. Sadajiro Kurimoto includes 15 noted specialists. According to latest statistics, the number of patients treated at the hospital totaled 166,585, consisting of 137,247 Japanese, 22,993 Chinese and 6,345 foreigners.



The Japanese Tsingtao Hospital

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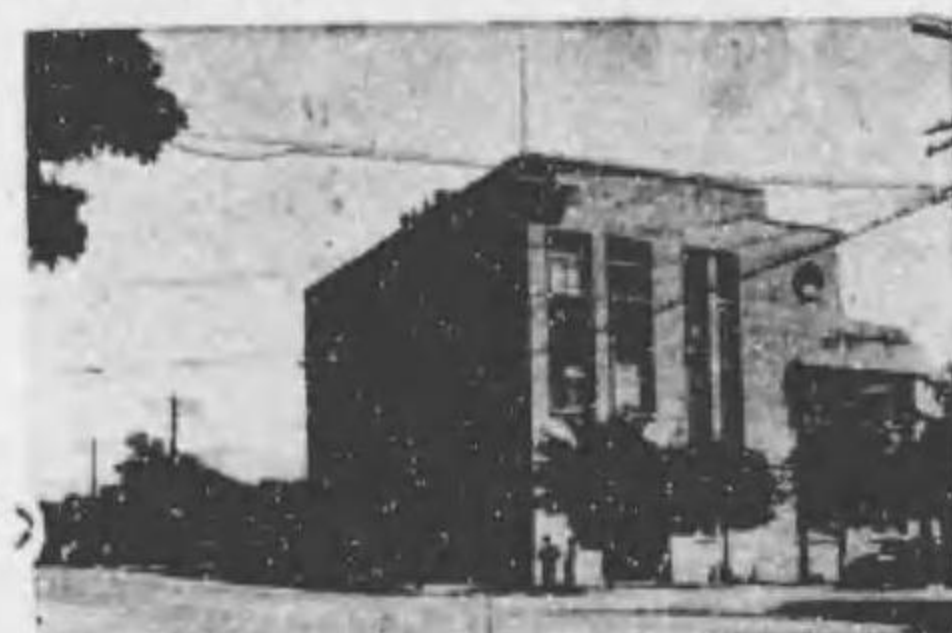
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Foreword: Under Genghis Khan, the Mongols founded a world empire about seven centuries ago. His grandson, Kublai Khan, established the Yuan Dynasty, but the subsequent collapse of the empire and the consequent decay of the Mongol rule in China caused the Mongols to retire to their desert regions. In order to recover their erstwhile prestige with the able guidance of Japan, however, the descendants of Genghis Khan are willingly acting in unison with the Japanese policy.

Situation, Area, Climate and Population: The northern border of the Meng Chiang Regions is contiguous to the so-called People's Republic of Mongolia. On the west lies the Mohammedan province of Ninghsia, on the east, Manchoukuo, and on the south are the Chinese provinces of Shensi, Shansi, and Hopei. Topographically, the country is mountainous, and the climate is generally mild except in April and May. Its area is about 600,000 square kilometers and the population, from 6,000,000 to 7,000,000.

Administration: On September 4, 1937, the Autonomous Government of South Chahar was established at Kalgan. Since then it has taken the initiative in the independence movements in these regions. On October 15, the Autonomous Government of Shansi was formed with Tatung as the seat of government. In rapid sequence, the Autonomous Government of the United Leagues of Mongolia was set up on October 27 of the same year with Koko Hoto as its administrative center.

For the purpose of promoting neighborly relations and mutual welfare, the Federal Council of the Mongolian Borderland was instituted on November 22, 1937, with its seat at Kalgan. Inner Mongolia forms an anti-Communist Corridor and is very significant.

Resources: The country is agricultural and its industrial resources are enormously abundant. The Region embodies much natural resources, including coal iron ore, asbestos, mica, bismuth, salt, natural soda, etc. Live-stock breeding is another important branch of its industry.

位置及面積 蒙疆は東に大興安嶺をひかへて満洲國と接し、西は寧夏及甘肅省に、南は萬里の長城を以て北支、北はゴビ砂漠を経て外蒙古に對する。舊察哈爾、綏遠及山西省の北部を含む所謂内蒙古の大部分を占める地域で、地勢は一般に高原、海拔約千米でその中に陰山山脈東西に走り、南部を山嶽地帯、北部を蒙古平原とに劃然と區別してゐる。

面積は蒙古聯合自治政府の治域が正確な調査に依つて成立つてをらぬ爲判然とはしないが、政府の推定に依る總面積は五〇六、八〇〇平方千米で内譯は察南一六、四〇〇平方千米、晉北二三、八〇〇平方千米、察哈爾、錫林郭勒、巴彥塔拉、伊克昭、烏蘭察布五盟四六六、六〇〇平方千米であり、日本の本州、四國、九州、朝鮮を合した面積に等しい。

氣候 氣候は大陸的高原性の爲晝夜氣溫の變化は相當著しいが、大行、陰山兩山脈に挟まれた京包線の地域は比較的氣溫の差が溫和である。張家口に於ける一月の平均氣溫は零下一五・三度、七月の平均氣溫は一九・三度で地圖の上で想像される程酷烈な氣候ではない。雨量は年二〇〇乃至四〇〇毫米の少量で主に夏期東南の季節風に依て齎られる。又冬期は降雪量が極めて少い。要するに夏は涼しく皮膚に汗の溜る事なく、又冬も三寒四溫にたすけられ防寒外套を必要とせぬ程度の寒さである。

人口 面積の廣大な割に人口密度は極めて少く僅々五百萬人を有する程度である。人種から云へば漢民族が大部分で蒙古人は五%に過ぎず約三十萬人である。昭和十五年七月の治安部發表に依ると、日本人三六、四二〇、半島人四、一二三、漢人四、八六四、九五八、蒙古人二九、八七九、回人三七、一五五、滿人五、八五三、未調査推定分五四、〇四三人、總人口五、六五四、九二五人である。

政治 蒙疆地域の政治行政は全く蒙疆聯合自治政府の司る處にある。昭和十二年九月四日張家口

に察南自治政府、十月十五日大同に晉北自治政府十月二十七日綏遠に蒙古聯盟自治府政が夫々設立され、越へて同十一月二十二日張家口に於て三自治政府は防共の第一線に新秩序地域を確立し大同協和の實現を熱望する民衆の總意に應へて蒙古聯合自治政府を樹立した。爾後日本の指導と滿華との連繫を鞏固にし興亞新秩序建設に邁進せるところは萬人の均しく認める處である。政府は主席に依り代表され又參議府これを補佐し、政務院、法院を置き夫々民族の大同協和に寄する功績は大いなるものである。地方行政は察南、晉北の二政廳巴彥塔拉、察哈爾、烏蘭察布、錫林郭勒、伊克昭の五盟公署に分れ長官及盟長を置きその管内の市縣旗を監督せしめてゐる。

財政 昭和十五年度に於ては健全財政々策を堅持し治安維持と産業開發に中心を置き、一般會計豫算に於ては歳入歳出共總額四、八九四萬圓であるが、特別會計は一二、四七〇萬圓が計上されてゐる。

産業 蒙疆地方の産業開發は早急を要し且つ日滿華三國の生産力擴充に全面的に統合すべき必要上、蒙疆聯合委員會は興亞院蒙疆連絡部と緊密なる連繫の下に、鑛産、農産、畜産、財政、電力、勞務、輸送、道路等八部門にわたり綜合立案し、五ヶ年計畫として各部門共にすでに實行に移され現在着實なる進展を見つゝある。**石炭** 大同、下花園、大青山を中心とする生産量は漸次累増し、日本の期待額をはるかに超過してその無盡藏の埋藏量と共に實に心強き存在である。**鐵** 石炭と同様な經路をたどり龍岡より漸次劉家堡迄その重點を擴張し、生産量の確保に邁進中である。**水稻** 水稻の計畫最終年度に於ける作付面積は六、七〇〇頃に及び生産量は一一三萬石、人口累増の虞と雖もその所要量をはるかに突破し完全なる食糧確保が堅持される。**雜穀** 大麥、小麥、燕麥、洋麥、蕎麥、高粱、玉蜀黍、粟黍を通じて、地區内食糧確保は勿論輸出部門に於ける大宗的地位を強化し且華北の食料政策に協力するものである。**畜産** 牧畜は内蒙古の基本産業とも云ふべき名目かけ目下綿羊、馬匹の改良増殖が鋭意進捗中である。

現在馬四十五萬頭、駱駝八萬五千頭、牛四十八萬頭、羊及山羊四百二十萬頭の家畜を茲數年ならずして數倍に達せしめ、且その優良種を以て牧業

王國としての本領を發揮せんとする狀況である。

貿易 蒙疆の貿易は張家口を中心とする蒙古貿易と包頭を中心とする西北貿易とによつて代表される。輸出品の主要なるものは、穀類穀粉、阿片獸皮、獸毛、藥品、鑛産物、種子、紡織品、雜貨であり、輸入品は紡織品、嗜好品、木材、食料品雜貨類で年々輸出は壹億圓、輸入は壹億三千五百萬圓に達し輸入超過の傾向が多い。

張家口 昭和十二年十一月蒙疆政府の所在地として東洋の檜舞臺に輝かしく登場する以前から、張家口は一名カルガン(山の入口)と稱されて外邊長城の玄關口であり京包線中最大の商業都市として重きをなしてゐた。京津地方より内外蒙古に通ずる要衝に位置する故を以て、その殷賑は古くより人口に膾炙し陸の上海とさへ言はれる程であつた。

陰山山脈の餘波をうけ海拔八四八米の高原地帯に在り、東西北の三方を山に圍まれ南は宣化平地に開かれてゐる。氣候又至極佳良であり吾人が想像する酷烈な寒暑はなく空氣清澄健康地として誇るに足るものである。

市街は元寶山—蒙古貿易の取引市場及舊ロシア人の居留地帯、上堡—官衙地區、下堡—市内隨一の繁華商業地區、橋東—停車場附近の新市街、新村—舊馮玉祥及その兵舎地區の五區に分割され、人口約十萬、大部分は山西省よりの漢人で他は約一割の蒙古人及同數の回人が占めてゐる。事變後邦人の進出は寔に目覺しく現在約二萬五千人を算し、それと共に市街も毎日に日本的の色彩を増加しつゝある。

張家口に於ける蒙古貿易の取引は主として農産物、獸毛皮、天然曹達、鹽等を京津地方へ、日用品、綿布、砂糖、煙草、馬具等を蒙古方面に送つてゐる。

附近の名所古蹟としては外邊長城、北郊の孤石兒、西北の賜兒山公園、太平公園、大境門外西溝の元寶山、上堡の東西高山、朝陽洞、本田ヶ丘等があり旅人をして無聊に苦しませる事はない。

旅館 鶴屋ホテル、日本旅館、大和ホテル、察南ホテル。

大同 高包線に依つて張家口より一八二千米、肥沃なる大同盆地の中心地にあり、古くより山西の要衝として重きをなした都會で、雲崗石佛の靈地

Foreign Trade: The principal articles of export are animal hair, opium, cereals, flax, iron ore, coal, hides and skins, etc.; while leading import items are general merchandise and manufactured goods.

Kalgan, the largest commercial city along the Peking-Paotau Railway, is situated on the Yang-ho River in the upper-streams of the Yungting-ho.

When the Federated Council of Autonomous Government was founded by the United Leagues of Mongolia in 1937, Kalgan was selected as the administrative center. The establishment of railway services with Tatung contributed greatly toward facilitating the cargo transportation.

Economic activities are lively in the city which forms the very heart of distribution for the Meng Chiang Regions. Hides and skins, wool, live-stock, salt, fodder, and camel hair are supplied to the city from the Mongolian district in exchange for cotton tissues, sugar, tobacco, petroleum, wax, tea and shoes. The chief agricultural products are rape seeds, wheat, beans and peas, jute, etc. Of these products, the amount of business on rape seeds and jute is about ¥5,000,000.

Tatung, well-protected by stone walls and having a population of about 90,000, was the second largest city in former Shansi province but has since been made the capital city of the North Shansi Government.

It is on the bank of the Yu-ho River, between Heng-shan mountain in the south and a branch range of the Ying-shan in the north, and is located about 1,042 meters above sea level.

Industry in Tatung today comprises factories engaged in the manufacture of woollen fabrics, milling, alcohol refining, porcelain and copper ware production, etc. A bright future is promised for the city in this field as it is con-

として有名であつたが、現在の大同は人口約七萬晉北政府の所在地にして東西十七軒、南北百二十軒の廣地域に亘る大同炭礦地區の中心地であり、毛織工場、製粉工場、酒精工場等有する一方銅器粗陶器等を産出し京包線唯一の工業都市である。而して交通上の發展にも多大の將來性を有する。

現在京包線の他に同蒲線の發起點であり又石炭輸送を目的とする口泉支線も敷設され、自動車運輸は太原、左雲、應縣、陽原に延び四隣との連絡は至極便利である。故に大同炭の他に豊富に埋藏されてゐる石膏、土鉛、天然曹達、重鑛石及び農産物の豆類、亞麻仁、煙草、果物、木材等資源の開発と生産の増加は交通の發達に依つて一層拍車をかけられ、近き將來に於て大工業都市としての面目躍如たる事を期待される。

古都大同には名所舊蹟が多く、市内に九龍壁、大華嚴寺、城皇廟、市外二十軒の地には北魏の文成帝時代に開掘された有名な大同の石佛があり、何れも美術的價值大なる事は吾人の認識する處である。

旅館 晉北ホテル、大同ホテル、山西ホテル。

veniently located along the Peking-Paotou railway. The Meng Chiang Motor Bus Company controls the bus services between the city and Taiyuan.

Chiu-lung-pi, or the Nine Dragon Screen, found in the walled town measures about 6 meters high and 30 meters long. Nine coiled dragons are beautifully and distinctly represented on the wall inlaid with yellow glazed bricks. Gigantic Stone Buddhas of the Yunkang Caves, situated at about 20 kilometers from Tatung, are included among the art treasures of old China.

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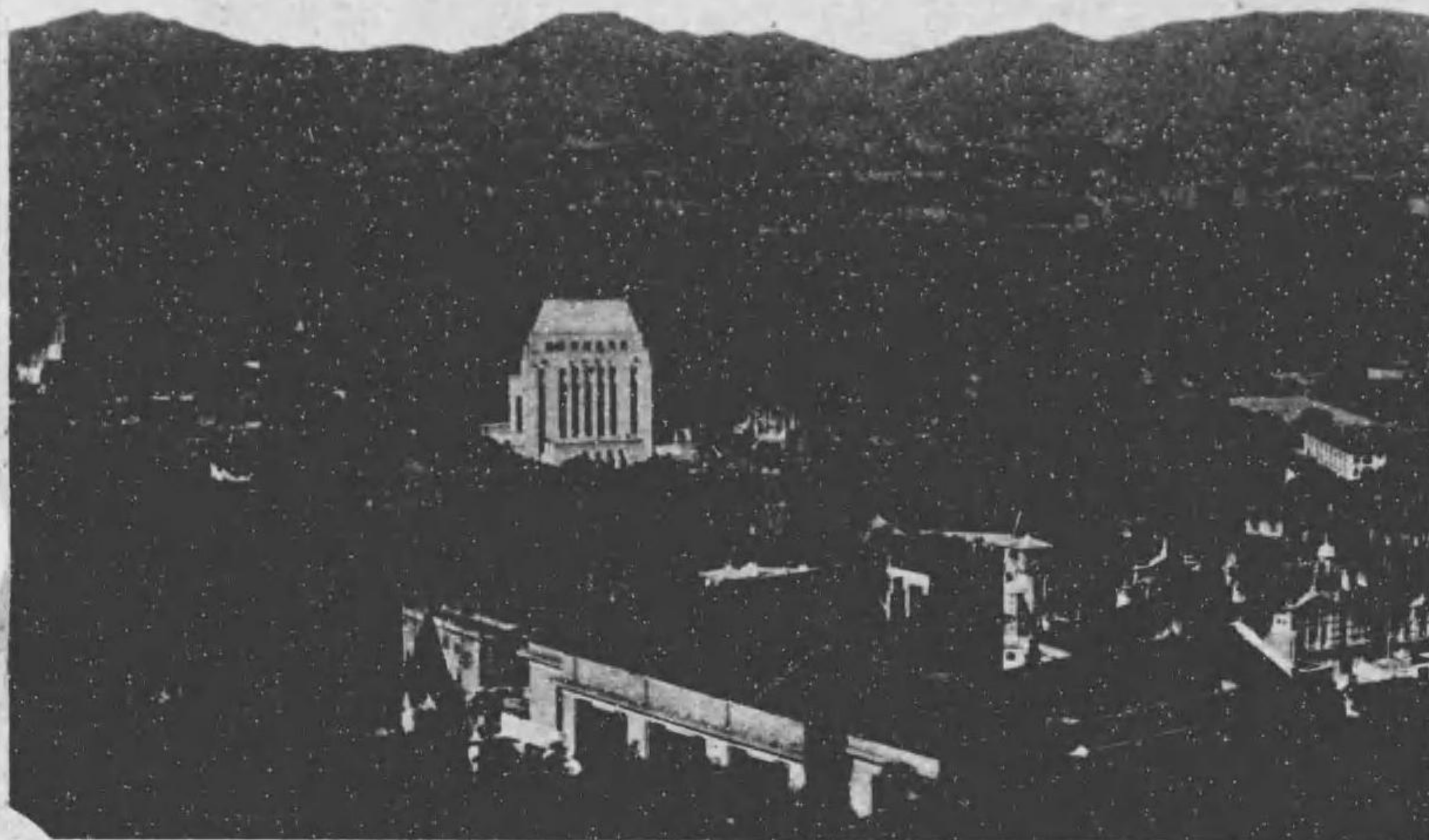
香港島ヴィクトリア市

A splendid bird's-eye view of the port of Hongkong, the city of Victoria and the hills beyond from the Kowloon Peninsula.



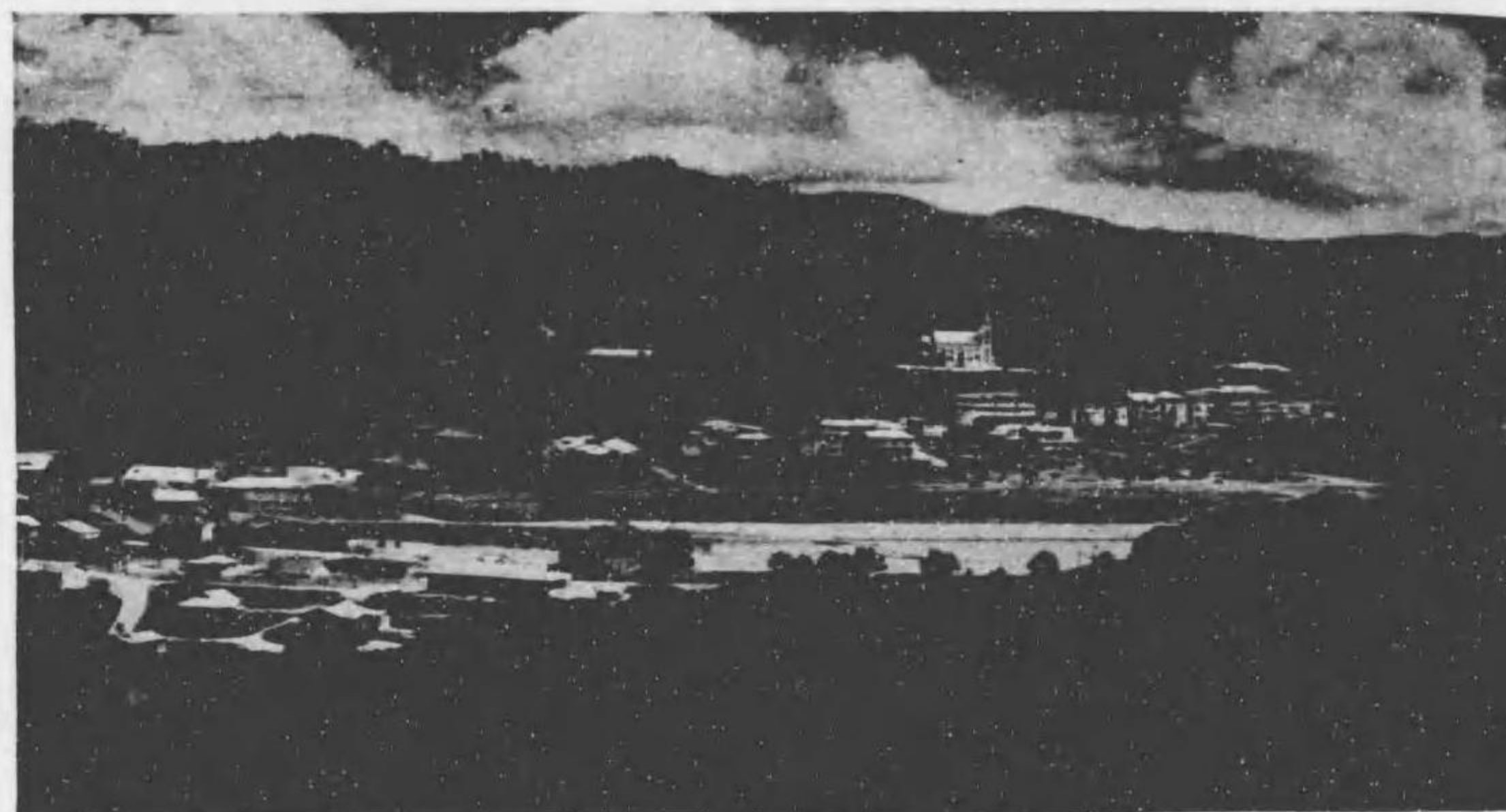
ヒリツピン富士マヨン山

Mt. Mayon, the Fujiyama of the Philippines, is a symmetrical volcano scaling 2,413 meters above sea-level. It commands an excellent view of Southern Luzon and the Straits of San Bernadino.



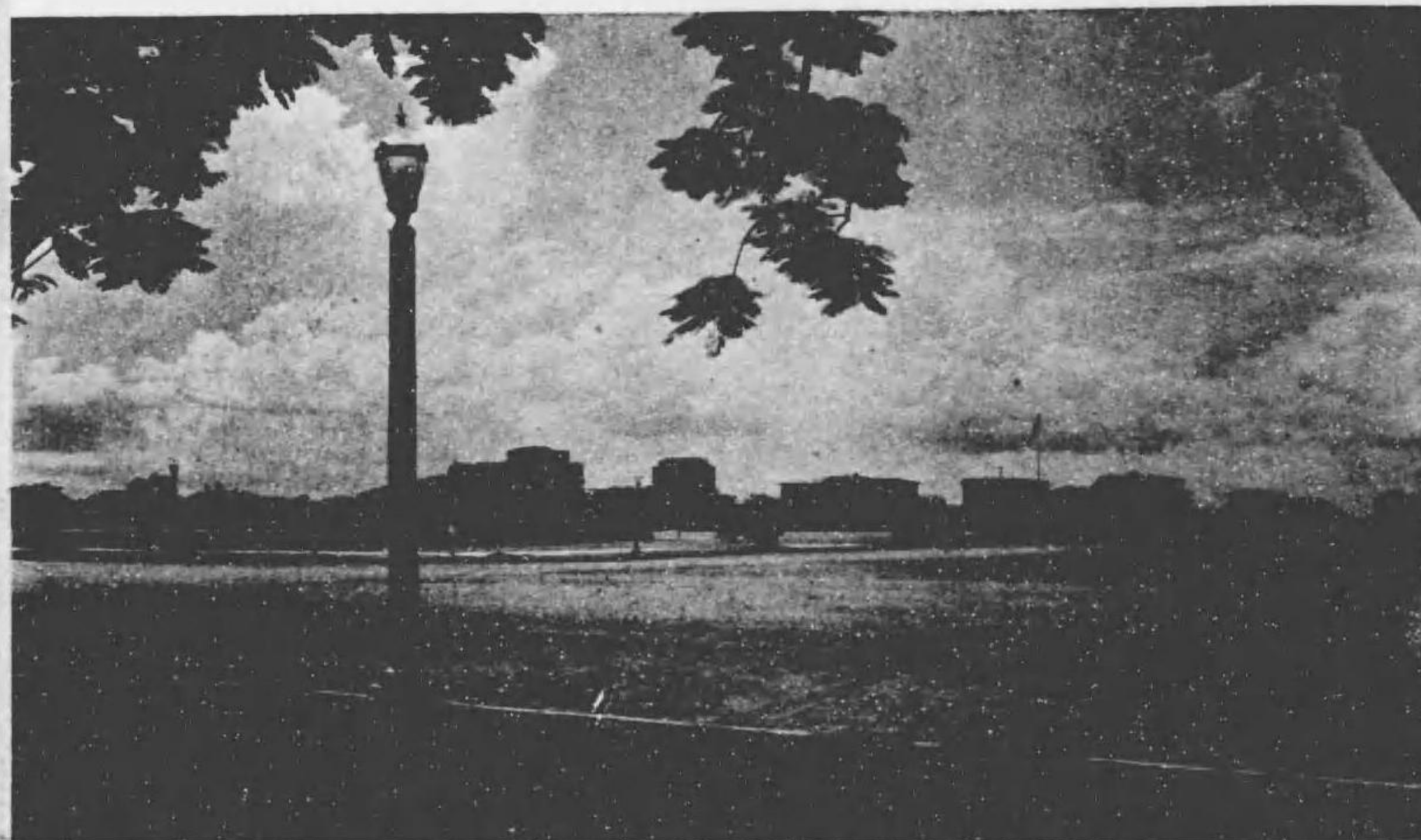
香港と九龍の遠望

A view of Hongkong and Kowloon in the distance from the hills behind Victoria City.



バギオ市

Baguio, situated at 1,525 meters above the sea, is a well-known health resort.



マニラ ルネタ公園

The beautiful Luneta Park, with the Manila Hotel and other buildings in its vicinity.



Industry & Trade

Situation & Area: Hong Kong is situated at one kilometer from the southernmost point of Kowloon Peninsula and approximately 145 kilometers south of the mouth of Canton River. Including a part of the Kowloon and many large and small islands in the vicinity, it has an area of roughly 1,010 square kilometers.

It was formerly a British Crown Colony, but on Christmas Day, 1941, only seventeen days after the outbreak of the War of Greater East Asia, Sir Mark A. Young, the British Governor-General, proposed an unconditional surrender, thus placing it under Japanese control.

Climate: A sub-tropical climate is prevalent in Hong Kong. During the so-called dry season, the climate resembles that of Japanese autumn and the temperature averages from 50 to 60 degrees. From the latter part of April until the beginning of October, the precipitation is very high for these months fall under the rainy season so characteristic of the sub-tropics, causing humidity because the temperature rises as high as 85 to 90 degrees.

Population: Immediately before the outbreak of the War, the population was estimated at approximately 1,700,000, but the Japanese authorities have provided means for some of them to go back to their native places to engage in farming and other works in order to ensure food supply to the island inhabitants. Consequently, the number of people at present is reduced to about one million.

Administration: Not so long after it was surrendered by Britain, a military administration was enforced and Lieutenant-General Rensuke Isogai was appointed the first Japanese Governor-General.

Communication: Various means of communication have been restored with derelicts that almost filled the harbor being rapidly removed. Dockyards have returned to normalcy as did other institutions and the traffic with the Japanese mainland, Taiwan and territories occupied by the Japanese Forces in the South has been facilitated considerably.

位置及面積 香港は支那廣東省の南部廣東灣の東門に當る一小島で、廣東を去る南方約九〇哩の地點に在る。同島は面積一、〇一〇平方浬にしてリムン水道を隔て九龍半島に對してゐる。舊英領「香港王領植民地」はこの香港島の他に九龍半島の南部及び英國が一八九八年租借の新領域を含んでゐた。

氣候 十一月より二月末に至る冬期が最も氣候良く平均溫度攝氏二七度位である。五月から十月が夏期で攝氏一六度に上る。雨量は此の期間に多く、同期の終り頃時折颶風の襲ふことがある。

人口 大東亞戦争前約一、六〇〇、〇〇〇人に達し、一九三七年の一、〇一〇、〇三九人に比べ著しき増加を示してゐたが、皇軍占領後は支那人の歸郷を勸奨してゐる。此の他一定の住居を有しない支那人が一〇〇、〇〇〇人位住んでゐる。

政治 皇軍占領前の香港は所謂王領植民地で、英國皇帝任命の知事が統轄してゐたが、皇軍占領後は帝國の新領土として香港總督の下に軍政が布かれ新生の一步を踏み出してゐる。

教育 英國は義務教育制度を施行してゐなかつたが凡ての學校を其の監督下に置いてゐた。香港王領植民地に於ける各種學校の生徒總數は一九三七年には八六、九九三名であつた。最高教育機關は香港大學であり醫科、工科、工藝科が設けられてゐた。

交通 鐵道はヴィクトリア市の對岸の九龍と廣東との間に敷設され、舊英領内に二二哩、支那に八九哩ある。香港は東洋屈指の貿易港であるため、船舶の出入頗る盛んで一九三七年に外國貿易のため出入港せる船舶は三三、七八二隻、總噸數三六、一九一、七二四噸に上つてゐる。香港は又戦前空港としても重要な地位を占めてゐた。

Industry: The chief industries of Hong Kong include sugar refining, shipbuilding and repairs, and the production of rope, tin tobacco, cement, cotton textile, woollen textile, canvas shoes, oil fat, etc. However, since Hong Kong was important as an intermediary trade port, the varieties of commodities handled are innumerable; as a matter of fact, so great that a similar trend is hardly observable in any other ports. Afforestation has been making steady and satisfactory progress, certain areas being definitely allocated for the purpose of permanent forestry reserves. The manufacture of lard is also an important industry.

Hong Kong harbor, the most beautiful harbor in the East, lies sheltered on two sides by lofty hills and has an area of approximately 40 square kilometers.

Victoria City, on the northern shore of the Island, is built on a steep slope overlooking the sea. Rows of attractive structures rising tier upon tier from the water's edge to the foot of the hill lend an imposing spectacle in a verdant natural setting. Queen's Road, the main thoroughfare, runs from east to west for nearly seven kilometers along the foot of the hill. The principal buildings are the City Hall, Post Office, Court of Justice, Museum, Library, Hong Kong University, hospitals, churches, banking establishments and hotels.

Chinese business quarters with its exchange, tea shops, silk dealing stores, etc. is located not far from the Pottinger Street. West Point is the amusement center of the Island, famous for its theaters and restaurants, where the Chinese populace finds a real pleasure in visiting.

Victoria Peak, scaling 555 meters above sea-level, is an excellent point from which a bird's-eye-view of the whole city and harbor can be taken. Near the summit stands the Mountain Lodge, the beautiful residence of the former Governor-General. A vast Botanical Garden having an area of 35,000 square meters is laid out in terraces and slopes of the Peak between Albert Road and Robinson Road.

Other places of interest include the Aberdeen Bay with a fleet of Chinese fishing boats; Stanley Bay, noted for its beautiful beach; the Hong Kong Golf Club, overlooking Deep Water Bay and Happy Valley with its race-track, golf-links and the Tytamuk Reservoir.

Kowloon and Its Vicinity: Kowloon City is situated on the Mainland of China, a matter of only ten minutes from the Island of Hong Kong by a ferry.

産業 香港の主要産業は工業及び漁業である。農業も行はれてゐるが土地が狭少なため取り上げて云ふべき程のものはない。工業は殆んど凡て香港島のヴィクトリア市を中心とする一帯の地に行はれてゐるが、同島は山地多く上海或は漢口の如くには發達しなかつた。併し尙製糖、造船及び船舶修理、ロープ製造、錫精鍊、煙草製造、セメント工業、絹物工業等が盛んである。又漁業も深海漁業が新領域に於て特に盛んであり牡蠣の養殖も行はれてゐた。

香港市 (ヴィクトリア市) 從來より一般に香港市と呼ばれてゐるが厳密に云へば、それはヴィクトリア市及び其の近郊なのである。

支那大陸最南の大河、珠江河口の東を限る九龍半島が海につきところ帯の如く狭い海峡を距てて一小島が崛起してゐる。この小島こそは過去百年英國の極東經略の中心地たりし香港である。

香港の支那人々口の大部分は戸籍を持たず従つて完全なる人口統計は存在しないが、香港防空當局が一九四一年三月調査した所に據ると人口總數一、五九四、三〇七人(内九龍五八一、〇四三人)にして一四二萬人は支那人である。

香港港は面積約四〇平方浬を有し世界で最も美しい港の一つである。夜間は電燈が長く波間にきらめき美觀を呈する。對岸の九龍半島と香港島との間は最短距離三分の一哩、東はリムン海峡、西はグリーン島及びストーンカッター島の二小島が内海の自然の境界をなしてゐる。この水域は港灣としての自然且最上の條件を備へ、英國百年の經營はこれをして南支に冠絶する良港たらしめたのである。對岸の九龍との間に定期船が十分毎に通ひ、香港島を廻つて居る自動車道路は絶好のドライブウエイである。

香港島の景觀の主要な特徴をなすものは東西に連なる三〇〇米以上の連山であるが、最高峰ヴィクトリア・ピークは海拔五五五米、その北側に在る香港の心臓部ヴィクトリアの市街及び香港の港を一望の裡に收めてゐる。山頂に至る途中には豪壯なる山莊や權勢を誇りし英國總督官邸等が立ち竝んでユニオンジャック盛んなりし往時を偲ばしるものがある。

ヴィクトリア市はヴィクトリアピークの北斜面に在つて港を俯瞰し、東西八軒に互つて延びてゐる

Remarkable developments have been made in Kowloon and its suburbs during the past decade. The roads are broad and paved, and there are many fine buildings and apartment houses, a massive wall along a magnificent Bund with well-equipped wharves for cargo and coaling, the terminal station of the Canton-Kowloon Railway, docks, shipbuilding yards, etc.

Starting from Kowloon and through Tsin Wan village, a fascinating 100-kilometer motor drive of two and a half hours leads to the coast and thence, to inland through many Chinese villages, paddy-fields, Castle Peak, and Fanling, with its famous golf-links, Shatin and Taipo. The village of Tsin Wan, where pineapples are cultivated, has one of the safest anchorages along the coast for junks and sampans during the annual typhoon season.

が市の中央部には官廳、學校、商社等の大厦高樓が櫛比し、其の中に點在する支那家屋と美しく調和してゐる。

山麓を縫つて東西に同島の幹線道路クエーン路が約七軒走つて居り、此の道路に沿つて大銀行、外國商社、ホテル等がその繁榮を誇つてゐた。皇軍占領後、この中央街も全く様相を變じ今は英國の凋落を現實に呈示してゐるに過ぎない。

支那街はボチンガー街の西方にあり、支那商店が軒を並べ雜沓を極めてゐる。此處に足を入れると兩替屋、陶磁器商、茶商、食料品商、衣服屋等支那大陸その儘の雰圍氣を感じる。且つて英國衛生局が管理してゐた大市場も此處にあり、肉、魚介、野菜、果實等が蒐集販賣されてゐた。支那街から西方、ウェスト・ポイントと呼ばれる地域には劇場、映畫館、料理屋等の娛樂機關が密集してゐる。

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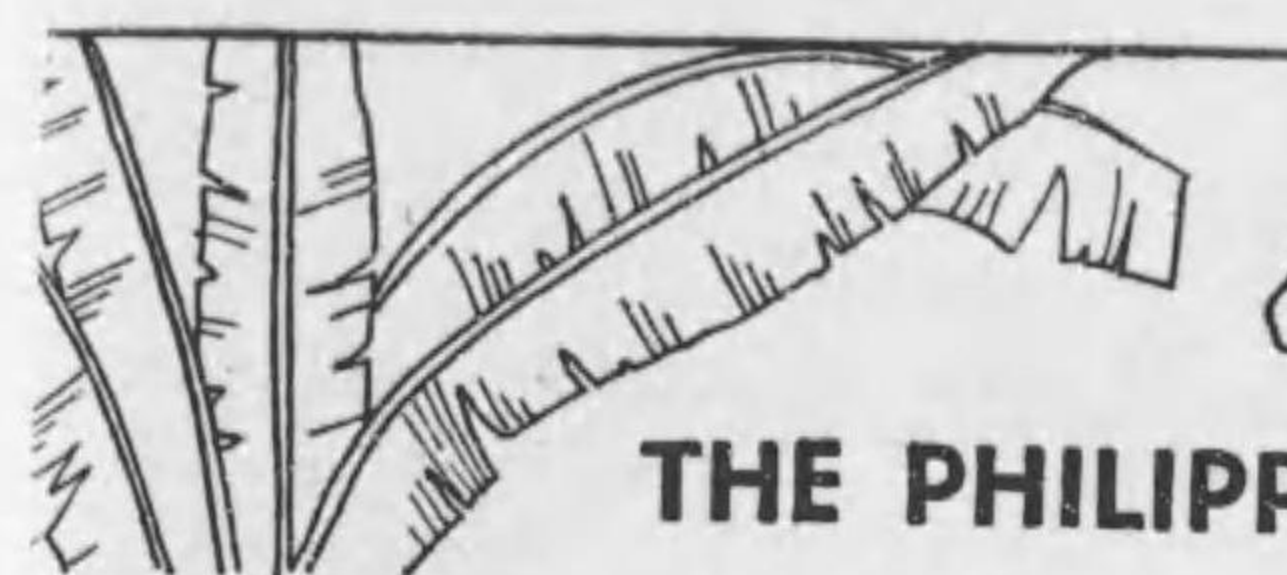
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MANILA, PHILIPPINE ISLANDS

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THE PHILIPPINE ISLANDS

Situation & Area: The Philippines, composing of 7,083 islands, lies between 21° 10' 40" N. L. and 116° 40' 126° 34' E. L. The six largest islands among the group are the Luzon, 105,700 square kilometers; Mindanao, 95,600; Samar, 13,300; Negros, 12,700; Palawan, 11,700 and Panay, 11,500 square kilometers. The total area of the whole group is approximately 296,300 square kilometers.

Climate: It is tropical in the lowlands, but is neither unhealthy nor unpleasantly hot. Precipitation, though seldom lasts long, is heaviest during July, August and September.

Population: The census taken in 1939 revealed a population of 16,000,751, of which majority comprised Malayan race.

Administration: Since the whole of the Philippines was placed under Japanese control with the surrender of Corregidor on May 3, 1942, a military administration has been in force. Subsequently, new Governors and Mayors were appointed to administer provincial and municipal affairs.

Revenue & Expenditure: Following the enforcement of the military administration, the financial condition in the Islands has been considerably stabilized, and the budget for the three-month period beginning July, inclusive of P. 1,967,601 carried over from the previous term, stood at P. 7,400,600. Increase in the revenue through excise tax and a curtailment in general expenditure were chiefly responsible for this success.

Education: Many public and secondary schools, which were closed down on account of the War, have been reopened with the restoration of peace and order. Instead of the American system of education, however, efforts are being made to popularize Japanese language among the Filipinos eventually.

Currency: The circulation of Japanese military scrips at par with the Peso notes is achieving a great success. Fear was harbored at one time against vicious inflation as the American officials, in retreating to the Corregidor, took with them no less than P. 50,000,000 in bank notes, bonds, gold and silver. It was discovered after their surrender, however, that a greater portion of these notes was destroyed instead of being scattered around Manila.

位置及面積 比律賓群島は、北緯四度四十分より二十一度十分、東經百十六度四十分より百二十六度三十四分の間に散在せる大小七、〇八三の島嶼より成つてゐる。此の中面積二・五平方軒以上のもの四六二にして、命名されてゐるもの二、四四一他の四、六四二は無名の島嶼である。東は太平洋、西は南支那海を距て、亞細亞大陸に面し、北は一六〇軒を距て、我が臺灣と指呼の間に在り南はセレベス海を距て、ボルネオ及セレベスと相對峙する。全面積二九六、三〇〇平方軒にして、此の内ルソンとミンダナオ島が其の約七割を占めてゐるが、主なる島嶼の面積を示せば次の通りである。

ルソン一〇五、七〇〇平方軒、ミンダナオ九五、六〇〇、サマール一三、三〇〇、ネグロス二、七〇〇、バラワン一、七〇〇、パナイ一、五〇〇。

氣候 比律賓は熱帶國內に在るが他の熱帶地方に比し不健康、不愉快な土地ではない。四・五・六月を除き暑熱は酷烈でなく、規則正しい季節風が絶えず吹き夜は冷涼、日射病の如きは見かけない。

併し比律賓群島は南北に長く羅列した島であるから氣候も一樣でなく、又降雨、風向の時期も所により異つて居るが大體乾燥期、乾冷期、雨期の三つに區分する事が出来る。即ち四五月は乾燥期六月乃至十一月は雨期、十二月乃至二月迄は乾冷期と云ふ事が出来る。

人口 一九三九年末比律賓島人口總數は一六、〇〇〇、七五一にして一九一八年の一〇、三一四、三一〇に比し二年間に五〇%以上の増加を見て居る。

先住民族はネグリトと稱する短軀な黒人であつたが、南方から移住して來たインドネシア族に次第に驅逐せられ、現在は山間地方に追はれて塗り姿を見せない。スペインの領有後スペイン人とインドネシア族が混血し、今日の比律賓人を生み出

した。これらの比律賓人も幾多の種族に分れてゐるが大體人種的に見てマレー人に酷似してゐる。

宗教的には基督教徒が全土人の九割を占め、そのうちで最も優勢なる宗派はローマン・カトリック教である。其の他の人民は比律賓獨立教、佛教マホメット教等を信奉してゐる。

政治 一九三五年十一月十五日新憲法に依て成立した比律賓聯邦は立憲共和政體にして、立法・司法・行政の三權分立を定め、政府の組織は大體合衆國政府を模倣してゐた。但し比律賓新議會は一院制、大統領の任期は六年で再選を許さない等の差異があつた。

而して米國は高等辯務官を任命して、比律賓の立法及び行政を嚴重監視してゐたのである。

大東亞戰爭勃發するや大統領ケソン以下はその姿を晦まし皇軍の軍政下、比島人の比島建設の爲めヴァルガス氏を長官とする中央行政部が組織され、大東亞共榮圈の一翼として輝かしき更生の道を進んでゐる。

教育 合衆國は領有以來島民教育に盡力し、今日比律賓國立大學を始め大學專門學校約一五〇校あり、東洋に於て日本に次ぐ教育制度を持つて居る。比律賓の公立學校は自由主義的教育を採り、男女共學でその主要目標は英語の普及に在つた。一九三六年度には公立學校數七、八三〇在學者數一、二〇〇、〇〇〇人（學校適齡者の約三五%）

Principal Production & Industry

AGRICULTURE: Of the total area of 296,300 square kilometers, about 63 per cent is suitable for cultivation, but in 1938, only a little over one-third of this percentage was actually utilized for agricultural purposes. Open, or grass lands covered an area of 53,000 square kilometers, while the forest covered an area of 173,000 square kilometers. A large portion of the population is devoted to agricultural pursuits as their main occupation.

Major agricultural products are abaca, copra, unhusked rice (palay), sugar-cane, corn, tobacco, and maguey. The principal fruit is banana but mangoes, papaya, lanzones, pilinut, chico, mandarins and oranges are also produced in great quantities. Coffee, cacao and rubber are cultivated on a large scale in certain dis-

に達した。特殊校としては比律賓商工學校、中央ルソン農業學校等がある。高等教育は最高學府たる國立の比律賓大學が學生六、一九〇人（一九三六年度）を擁してゐるのを初めとし、セント・トーマス大學の如き一六一一一年創立の古い歴史を持つものがある。

交通及通信 道路 スペイン領有時代から當局者は道路の開発に努力して來たが、合衆國の領有以來一段の努力を之に拂つた爲め、道路網が都市を中心として各地に設けられ、道路の全延長一六七五〇杆、其内一等道路一〇、〇一〇杆に達した鐵道 鐵道の發達は極めて遅れて居り、僅かにルソン、セブの兩島に敷設せられてゐるに過ぎない即ちマニラを中心とするマニラ鐵道會社はルソン島に一、一八三・四杆の鐵道を、比律賓鐵道會社はパナイ及びセブの兩島に二一・五杆の鐵道を有してゐる。船舶 一九三八年に於ける出入船舶は一七四〇隻、總噸數六、六七八、二三〇噸に上つてゐる。比島は大小七千餘の島嶼から成つてゐる海國で、其の沿岸航路は頗る發達してゐるが、從來外國船舶には之を許さず自國船の獨占場としてゐた。通信 比律賓に於ける通信機關としては無線電信が著しく發達し、三六ヶ所に無線電信局が設けられ其の内八局は米海軍のものであつた。本島の有する海底電線は一九三八年一月一日現在に於て七五一杆、島内電信線は一四、二〇七杆、電信取扱局は五四三、郵便局一、〇一二である。

産業 比律賓は豊富なる天然資源に恵まれてゐる原料生産國である。従つて其の産業は農業を根幹として畜産業、林業、鑛業などを主要なるものとする。製造工業は僅かに製糖業及び製麻業があるのみで其の他は家内工業の域を脱してゐない。又水産業も邦人の手に依て割合盛んである。

農業 可耕地は總面積二九六、三〇〇平方杆の六三%であるが一九三八年には僅かに六五、〇〇〇平方杆が耕作されたのみで可耕地の約三五%に過ぎぬ。斯の如く未墾地が廣大であるから比島農業の發達は將來に屬する。農産物中特に重要なものは米、麻、椰子、甘蔗、玉蜀黍、煙草、龍舌蘭

tricts, while in Davao ramie has been tried and successfully grown.

Sugar: In 1938, the total area used for sugar-cane plantation was 2,300 square kilometers and the production, 15,126,560 piculs in term of centrifugal sugar. With the occupation of the Islands by the Japanese Forces, however, supply far exceeded demand as export to countries abroad, chiefly to the United States, was disrupted. The military administrators therefore are converting, first of all, the sugar plantation in the Luzon into cotton field with the voluntary assent of the growers.

Rice: Like other countries in the Orient, the Philippines is a rice producing country. Since it is the staple food of the native inhabitants, some 20,400 square kilometers of land were used for the cultivation of this cardinal crop in 1940.

Coconuts: The Philippines is one of the biggest producers of four major coconut products, namely, coconut oil, desiccated coconut, copra, and copra meal and cake. In the output of copra and coconut oil, the Islands are classed among the foremost countries in the world. Out of the total harvest of coconut during 1938, 17,347,876 gallons of tuba (a locally fermented beverage), 11,032,031 piculs of copra and 825,760 gallons of home-made coconut oil were produced.

Abaca: Employing about 15 per cent, or 560 square kilometers of the country's total cultivated area for abaca production, the Philippines, in 1933, realized 2,607,380 piculs valued at P. 22,672,340. The province of Davao in Mindanao accounted for almost 44 per cent of the output while Bicol Province of Albay, Sorsogon, Camarines Sur and Camarines Norte produced over 24 per cent. Both provinces of Leyte and Samar which are also big abaca producers turned out about 18 per cent of the 1938 output.

Tobacco: The Philippines ranks seventh among the world's tobacco producing countries. In the year 1938, the area in which tobacco was planted totaled 750 square kilometers, from which 781,382 quintals (a quintal is equivalent to 220.46 lbs.) were harvested.

Cotton: According to a draft plan for 1942, the area to be allocated for cotton plantation in Negros was 59.4 square kilometers and in Luzon and Mindanao, another 59.4 square kilometers. By means of covering the sugar field for cotton growing purposes, however, additional 59.4 square kilometers were allocated in Luzon, bringing the total area of cotton plantation to 178.2 square kilometers.

等である。**甘蔗砂糖** 本島は世界に於ける有數なる砂糖生産地で甘蔗栽培地は主としてネグロス、ルソン、パナイ、ミンドロの各島にして、一九三八年の植付面積は二、三〇〇平方杆、産出高一五、一二六、五六〇ピクルである。砂糖は現在輸出品の大宗にして比島輸出總額の三分の一を占めてゐる。**米** 島民の主要食料品であるが、スペイン時代に他の有利作物に押され一九二六年迄は年々一千万ベソ以上も輸入してゐたが植付奨励の結果漸次自給自足に向つてゐる。一九三六年の精米産額は一、二〇三、二五六噸に上つてゐる。**古々椰子** 世界有數の産地にして一九三六年には二九一、〇八八噸のコブラ、固形コブラ一〇八、二六七噸、椰子油一五八、九〇八噸を輸出してゐる。**マニラ麻** マニラ麻はアバカといふ芭蕉科植物の莖から挽き出した纖維で、其の名の通り今日では比島の専有物となつた。マニラ麻栽培適地の約一五%、五六〇平方杆を使用して、一九三八年に於ける生産額は二、六〇七、三八〇擔、二二、六七二、三四〇ベソに達し、そのうち輸出額は二〇、三一八〇〇〇ベソである。**煙草** 比律賓は世界の煙草産出國中第七位にあり、マニラ煙草はハバチに次いで世界でも有名な品質を有する。比律賓群島の中でもルソンの北部カガヤンイサベラの二州が其の産地として古くから知られ一九三八年の耕作面積は七五〇平方杆、全産額は七八一、三八二キンター（一キンター二二、〇四六ポンド）に上つてゐる。

畜産業 比島の畜産業は需要もあり又牧草等の條件も備つてゐるにも拘らず、疫病等の爲に大した發達を見なかつたが近年施政よろしきを得て堅實な發達を遂げるに至つた。一九三八年末現在水牛二、六〇七、八三六頭、牛一、七二一、六〇〇頭、馬五〇四、九六七頭、豚三、五五八、二七四頭、山羊六一九、九八二頭、羊一六九、三四六頭で、何れも前年より著しい増加を示してゐる。

鑛業 鑛産物の埋藏量は豊富と推測されてゐるが金、鐵以外の鑛産は未だ企業に適さぬ。然しクロム鑛山も發見され其の他マンガン及び石炭も其の開発を待つてゐる。金は主としてバギオ地方に産し、一九三八年（金銀を含む）産出高は六三六九八、四一二ベソに上つた。

LIVESTOCK: At the beginning of 1939, there were: 2,607,836 carabaos; 1,721,600 cows; 504,967 horses; 3,558,274 hogs or pigs; 619,982 goats; and 169,346 sheep. Manila is the largest market for meat, and in 1937, the total number of animals slaughtered in the city was 17,581 carabaos, 29,507 cows and 161,075 pigs, which represented respectively 4,923,787 lbs., 7,147,697 lbs. and 14,056,288 lbs. in dressed weight.

MINERALS: The Philippine Islands is rich in mineral resources. Silver, lead, zinc, copper, iron, coal, petroleum, chromite, asbestos and manganese are mined as well as clay, marble, etc. It is estimated that there are 194 square kilometers of coal fields containing lignite and bituminous coal. Baguio, on the hills 257 kilometers north of Manila, is the center of the gold mining district. The gold production during October, 1940, established an all-time record of the Islands when the output from 36 mines was valued at P. 6,907,000. Silver mining in the Philippines is incidental to gold mining, as it is characteristic of Philippine gold ores to contain a certain percentage of silver.

FISHERY: Next to rice, fish products constitute the most important items of diet among the Filipinos. Fish products, however, decompose very rapidly owing to the high humidity and temperature which make it very difficult to preserve them properly. Fishing in the Philippines is, therefore, practically all carried on for home consumption.

漁業 魚族は豊富だが土人の漁撈法は幼稚極まる状態で、少しも進歩せず年々四百萬ペソの魚介類を輸入してゐる現状である。戦前比島漁業従事者は日本人が最も多くダバオを中心として盛んに活動してゐた。

林業 農業に次ぐ主要産業の一つで近年製材業の盛んになると同時にその伐採高も漸増の傾向にある。森林地は一七三、〇〇〇平方杆、全面積の約六三・五五%を占め殆んど凡て原始林である。此の内約九七・五%が官有林にしてこれらの森林は主として赤道型密林で、建築材及び家具材の堅木類、籐竹、タン皮、規那皮の染料及び染料木等を産出する。その他ゴム、樹脂、植物性油等をも産出し、一九三八年度の木材産出額は三四〇、三八一、二八八立方尺である。

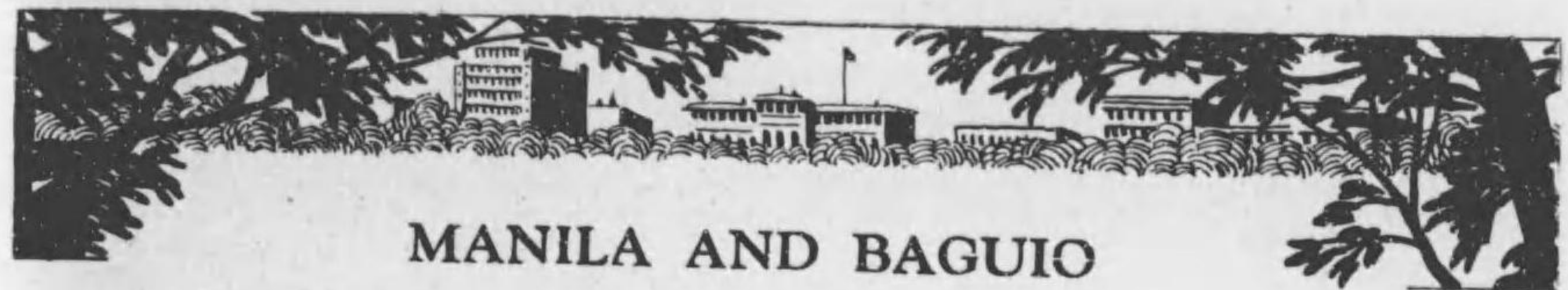
LUMBER INDUSTRY: Forests in the Philippines cover an area of 173,000 square kilometers. There are approximately 107,000 square kilometers of virgin forest, 26,000 square kilometers of more or less scattered, cut-over, and second-growth forests, of which a part furnishes a goodly supply of timber and fire-wood for local use, and another part, grows up to increase the future supply of commercial timber.

The Most Popular Beer
- - - - - in Manila

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BALINTAWAK BREWERY CO., LTD.

MANILA, P. I.



MANILA, the capital city and principal port of the Philippine Islands having a population of about 625,000, is situated on the west coast of the Island of Luzon on the shore of Manila Bay. At the entrance to the Bay stands Corregidor, a heavily fortified island on which the Americans put up a desperate but futile resistance until their surrender on May 3, 1942. The climate, although mildly tropical, is healthy. The average temperature during the four winter months is about 78° F. and in the three hot months, April to June, about 84° F.

Covering an area of about 36 square kilometers, the city of Manila is a beautiful metropolis with fine, well-kept parks and gardens, fine boulevards and artistic structures. Within walking distance from the splendid Pier No. 7, rises the great wall of the Old Spanish city, Intramuros, as sturdy and solid as when it was completed more than 300 years ago. Inside the Walled City there are hundreds of spots of more than usual interest. Here, narrow crooked streets, now paved with asphalt, wind among the block-houses and fortresses. Calle Real is the main thoroughfare, flanked with innumerable little native shops in which rare and beautiful Philippine products are put on sale.

Among many other objects of interest in this quarter are the great Roman Catholic Cathedral, with its spacious courts and stately dome; Santo Tomas College opened by the Spanish Dominicans in 1611; and Santa Clara Convent, known as the "House of the Living Dead," whose nuns, closely veiled, may be seen and talked with at the locotorio only at Easter and Christmas.

The New City, spreading outside the wall with its bright green parkway and golf-links, is the most beautiful part of Manila wherein is located the Escolta, Manila's "Ginza". On this street are found all of Manila's principal firms dealing in precious stones, beautiful curios, silks, dresses, haberdashery, famous cigars and cigarettes, musical instruments, stationery, and other articles.

Not only is Manila a great commercial and tourist center, but it is also a flourishing industrial center. Here the coconut is manufactured into 70 products and by-products; excellent native tobacco is molded into the smoker's delight

マニラ 比島最大の都にして人口は各種民族を含め六二五、〇〇〇人、ルソン島の西海岸に位しマニラ湾の奥ラグーナ湖から流れ出るパシグ河に跨り南北六哩に亘る。マニラ港はマニラ湾入口のコレヒドル島より距ること三〇哩、湾の東北隅マニラ市内を流れるパシグ河口に近い地点を選んで人工的に区切られたもので、湾内廣く風波穏かにして干満の差少き良港である。古くより支那、ポルネオ、スマトラ等と交易してゐたが一八四三年初めて開港場となり、爾來出入船舶漸次増加するに至つた。マニラは比島文化、政治商業交通の中心地であるが現今多數の工業が此の地に集中して居ることよりして今後は更に東洋に於ける産業の中心地として發展することは明らかである。

マニラ市案内 舊城内 船を捨てマニラに上陸する時先づ眼に映するものは苔蒸す古色蒼然たる舊城壁である。是は十六世紀末外敵の襲來を防禦する目的で築造されたものであつて、其の長さ二哩半に及び一市街を包圍してゐる。市街はマドリッド風に造られてあり街路狭く建物は全部スペイン式である。當時の遺物たる大寺院を始め歴史的興味を喚ぶものが少くない。

スペイン時代折檻虐殺等幾多の罪惡が行はれ、比島の志士リサルも其の中に呻吟したフオートサンチャゴ、カセドラル教會堂、サントミンゴ寺院等は旅人をしてそゞろにスペイン統治の昔を偲ばしめ、悲慘なる歴史中の人物を彷彿せしめるものがある。其の他比律賓博物館、マニラ水族館、歴史も古いセントトマス大學等を見學して、ルネタ公園に涼をとれば海面を渡つて來る微風は輕き疲れを愉やしてくれるだらう。

新市街は緑の芝生、青緑の樹木の中に官衙工場が立ち並びマニラ市中隨一の美觀を呈してゐる。

その中での白眉はルネタ公園から南へ去る海岸通りで片側は瀟灑な住宅が並び海岸側は高い椰子の並木を越へて、激戦で有名なマリベレスの山々、米軍最後の島コレヒドール及カビタを遠く望む風景は比人のみならずとも一入の感激を覺へるものがある。

by world-famous cigar factories. Here, too, are the factories which produce the famous embroideries. Abaca is prepared for the rope factories of the world, and the shoes made in Manila vie with the best in other lands.

BAGUIO, located 257 kilometers north of Manila and nestled high up among the Benguet Mountains, is the famed mountain resort of the Philippines, often called the "Paradise of the Tropics."

With a population of about 24,000, the city is the entrance from the west to the Mountain Province which covers an area of 14,685 square kilometers. The highest peak is Mt. Pulog (2,930 meters high), while ordinary mountains range from 600 to 2,000 meters in height, with numerous broad plateaus between them at elevations of 600 to 1,500 meters. Primitive people, living in the mountain fastness in the same simple fashion as their ancestors, affords fascinating ethnological studies.

Of all the mountain resorts of East Asia, Baguio easily holds the first place as it is conveniently located and adequately served by various means of transportation. The amazing evenness of the temperature all year round offers a refreshing change to the warmth of the tropics. The mean temperature over a long period of years is 64.4° F. with an annual mean variation of only 4° F.

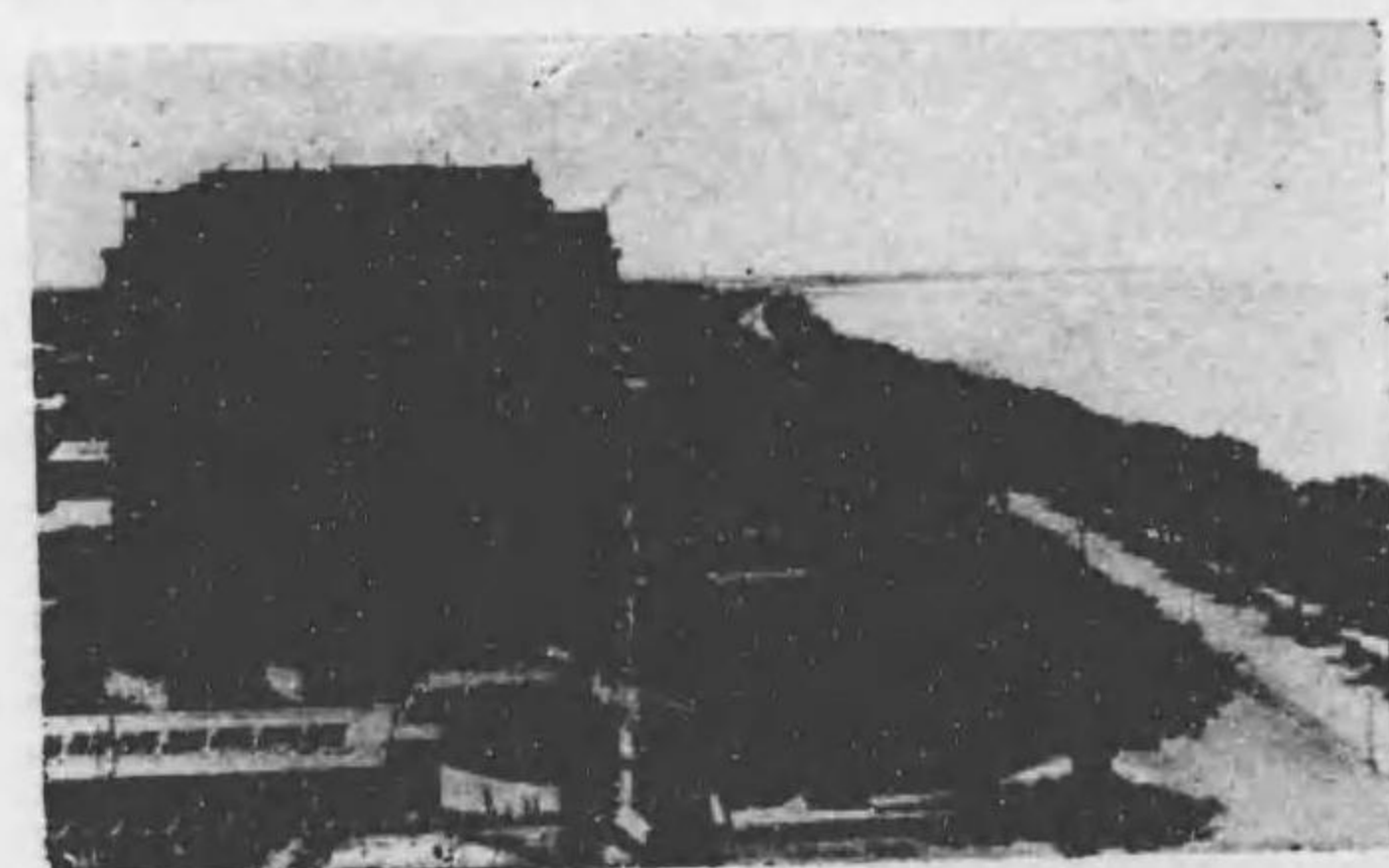
Comfortable hotels, with jolly log fires burning in huge stone fireplaces, a municipal golf course, modern cinema houses, good shops and stores, curio bazaars, the fascinating Baguio Market, together with other points of interest combine to afford opportunities for sport and recreation.

バギオ バギオ市はマニラの北二五七軒、ルソン島の中央海拔一五〇〇米の高原にあり、人口二萬四千人、一年を通じて最高気温攝氏二七度、最低も度の溫和な氣候に恵まれ、比島隨一の避暑地として四季を通じて賑はひ、殊に夏季は官廳と共に政治の中心もマニラより此處に移り事實上夏の都となるのである。

マニラとの交通は至極便利で鐵道或は自動車何れも五六時間で到達し、其の間豐饒なる比律賓の主農産物を横切り、又ケンノン路及故太田恭三郎氏以下一五〇〇名の邦人の血と汗に依つて始めて完成したベンケツト路の絶景を愛でる等變化の多い短時間の内に往來する事が出来る。又空路に依れば一時間、瞬く間に到達するのも一法である。

避暑地としての設備は全くゆきとゞいてをりホテル、遊覽地、運動及娛樂施設其の他買物等決して滞在客を淋しがらせる様なことはない。

バギオで見落してはならないもののひとつに有名なバギオ市場がある。毎日早朝より開かれてゐるが日曜には附近山岳地帯に住む蕃族イゴロト人が色とりどりの珍らしい装ひをして、水牛或ひは馬等に車を轆かせ種々の手工品や鳥獸、その他の收穫品を積んで集り原始的な物々交換をし、歸りには彼等一週間分の食料や日用品等を仕込み夫々の部落へ歸つてゆくのである。手織布、木彫、骨細工等の商品は甚々幼稚ではあるが雅趣又捨がたいものが多い。



BAY VIEW HOTEL

Dewey Boulevard, Manila, Philippines
Cable: Bayview

THE HUB OF MANILA'S HOSPITALITY
MODERN TRAVELERS PREFER THE BAY VIEW



CEBU, ILOILO & DAVAO

CEBU is the second largest city and an important port of call in the Philippines and the capital of the Island of the same name. It has a population of approximately 149,000 and is situated in the center of the Inland Sea of the Philippines.

The city derives its importance from its commercial position as the heart of the Manila hemp and copra producing regions; its port facilities having about 1,670 meters of waterfront, and from its manufactures, coconut oil, cement and sugar.

There are many places of interest in the city. In the beautiful San Augustin Church rests the most ancient image in the Islands called the "Holy Child of Cebu." The Cross of Magellan was placed there when the famous Spanish explorer and his followers celebrated their first mass on the Cebuan territory. The old Fort San Pedro, the site of Magellan's fortifications, is a fine example of Spanish architecture. Calle Colon, or "Perian," is the oldest street in the Philippine Islands.

The magnificent Toledo Road, a scenic rival of the famous Baguio Road of Luzon, and the beautiful Barili Mountain Drive over excellent roads, make a complete circuit of the Island.

ILOILO, situated on the southeast coast of the Island of Panay, just at the mouth of the Iloilo River, is one of the leading sugar ports in the Philippine Islands handling sugar. It has a population of about 46,000.

The origin of the name Iloilo is very interesting. The Negritos called it Irong-Irong, which means "like a nose," because the southwest coast of Panay Island is shaped like a nose and chin. Later on, when the Malaysians settled there, they changed its name to Ilong-Ilong, for the simple reason that they can pronounce the letter "L" better than "R". And still later when the Spaniards came to the island, they changed the name to Ilo-Ilo, to suit the convenience of the Spanish tongue.

The city of Iloilo consists of Iloilo Proper and its suburbs, Milo and Manduriao, and has an area of 37 square kilometers. Behind the city, vast fertile plains slope gradually to the hills, which are covered with plantations of sugar, tobacco and coconuts. The island is famous for its fabrics made from the fibre of the pine-

セブ はセブ島の東岸に在る良港で附近の諸島は豐沃なる農産物の主産地として有名である。その膨大な産出量はすべてこのセブに集められ、然る後内外各地に輸送されるのでその殷賑さはマニラに次ぎ年々の貿易額も又大いなるものがある。

マニラより南へ海上三六八哩、人口八萬三千を有し比律賓第二の都會で其の歴史は非常に古く附近には舊跡の個所が多い。マゼランが太平洋の航海を終へ始めて亞細亞に足跡を印したのはこのセブであり、又勇將レガスピがその全島征服の途次最初に彼の根據地としたのも此處である。

市街は新舊二區に分れ、新市街は商業區で大小商社軒をならべ頗る繁華であり道路建物等も立派な近代都市を形成してゐる。舊市街は主として住民區で昔と變らぬ原始的生活様式も散見出来る。

市内ではセントオーガスチン教會、サンペドロの砦、市外には絶景のトレド街道、バリリ山街道等見物する所が多い。

イロイロ 砂糖産出の中心地パナイ島の東南端にあり、イロイロ河口に臨んでゐるので、良港と重要産物の二つに恵まれ驚くべき發展をとげた。現在では比島第三の都市であり人口四萬六千を有し同島の首邑をなしてゐる。

イロイロの地名の起源には珍話がある。始めネグリート族が、パナイ島の西南岸地方の形容が鼻と顎の形に似てゐるので Irong-Irong (鼻の如し) と名づけ、後馬來人が r と l との發音が出來ぬ爲 Ilong-Ilong となし、その後西班牙人に依つて現在の Iloilo とされたのである。

市街はイロイロ、ミロ及マンドリアオの三域から成つてをり、附近にはジャロ、ミアオガオ等の古跡がある。特産物としては砂糖の他に、煙草、ココ椰子等があるがイロイロ個有のものとして鳳梨の纖維で織つたピナ、麻の纖維で織つたシナミイ、ブリット帽、貝細工等がある。

apple plant (pina) and also hemp (sinamy), as well as patadiongs, burit hats sawari mats, shellcraft, cigars, etc.

DAVAO, situated within Gulf of Davao on the eastern coast of Mindanao Island, is the capital of the province bearing the same name, and the population, at the beginning of 1939, was roughly 100,000. In June, 1941, the number of Japanese residents in the city was estimated at about 19,000.

The development of Davao, the city which some forty years ago was a stretch of dense forest with very few inhabitants engaged in fisheries along the coast, is attributable solely to the strenuous efforts of the Japanese emigrants.

In 1903, Mr. Kyosaburo Ohta, father of the Japanese emigrants to Davao, migrated to Luzon Island and moved later to Mindanao with about 350 Japanese laborers to undertake the hemp cultivation, selecting Davao as the most appropriate site for the enterprise.

Until the outbreak of the War of Greater East Asia, approximately 70 per cent of the Japanese residents in the South was in the Philippines, the greater majority being in Davao and vicinity. Their chief occupation, of course, was the cultivation of hemp in a comprehensive area extending to about 237 square kilometers.

During 1939, about 53 per cent, or 1,484,000 piculs, of the aggregate hemp output of the Philippines was produced in Davao, and interesting still, the Japanese people were responsible for approximately 80 per cent of the production in Davao.

Apart from the agricultural pursuit, many Japanese were engaged in forestry, fishery, retail business, etc., the forest under Japanese management having reached some 2,000 square kilometers. The estimated investment of the Japanese in Davao was P.45,000,000 or ¥100,000,000. Prior to the outbreak of the current War, Davao was the port of call of the N.Y.K. Australian line.

ダバオ ダバオ市はミンダナオ島の東岸ダバオ湾の奥にあり同州の首府で一九三九年一月の調査に據ると人口は約十萬人である。

ダバオは南洋各地の中最も多數の邦人が活動してゐた地方である。即ち戦前比島には南洋在住邦人約四萬人中其の過半が在住してゐたが、其の七割はダバオ地方に於て主として麻栽培に従事し栽培面積は約二四、〇〇〇町歩であつた。ダバオに於ける一九三九年度の麻の總生産量は比島全生産量の五三%（七四二、〇〇〇俵。一俵二ピクル）に達し、其の八割迄は本邦人の手に依つて生産されたのである。

日本人ダバオ移住の歴史は明治三六年故太田恭三郎氏（太田興業株式會社）がベンゲット道路工事のため移入された日本人一、五〇〇人を率ひてダバオに渡來したのに始まり、同氏が麻栽培に着眼して今日の隆盛を來したのである。

邦人は麻栽培に従事する外森林業、漁業或は小賣販賣業に従事してゐる者も又尠くない。即ち邦人經營の森林地約二〇萬町、年産約二五萬石、邦人會社の經營する椰子園の租借面積三、五〇〇町、年産四〇、〇〇〇ピクルに上つてゐる。

ダバオの開発は全く日本人が拂つた貴い犠牲の結果である。戦前ダバオ市の税金の約六割、關稅の約五割を邦人が負擔して居ることに徴しても、ダバオの繁榮が如何に邦人に負ふ所大なるかを證明して餘りある。今後ダバオを訪れる人々は之等先驅者の勞苦に對し敬意を表すると共に大東亞戰爭下に生じた傷ましき邦人の犠牲者に對し衷心より哀悼の意を捧げることであらう。

戰爭勃發前は日本郵船の濠洲航路が此の地に寄港し、移民往來の便を計つて居た。

太田興業株式會社

OHTA DEVELOPMENT CO., INC.

PLANTERS, IMPORTERS & EXPORTERS

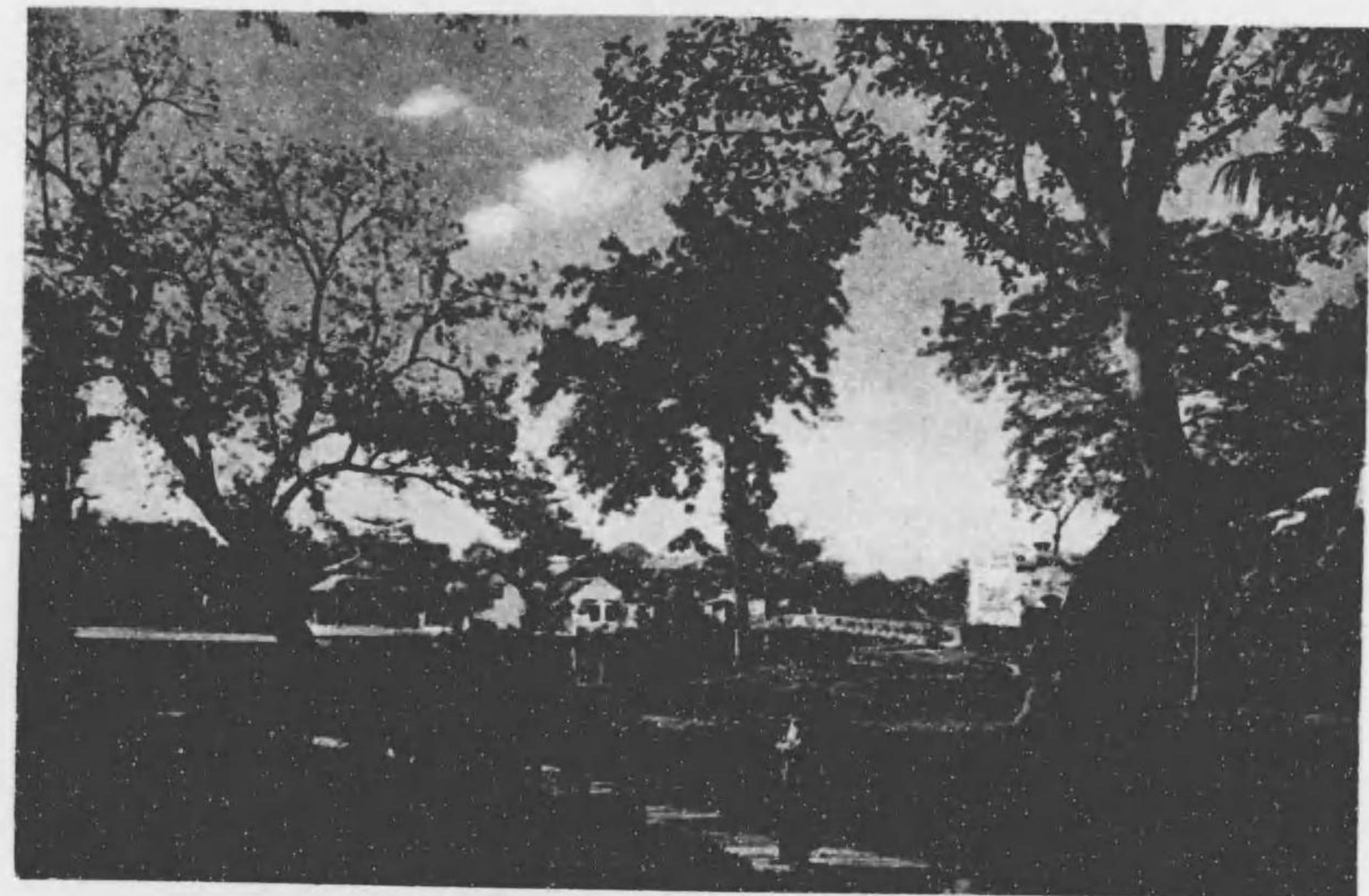
Manila Hemp and Copra

Head Office: Talomo, Davao, P. I.

Cable Address: "OHTA" Davao

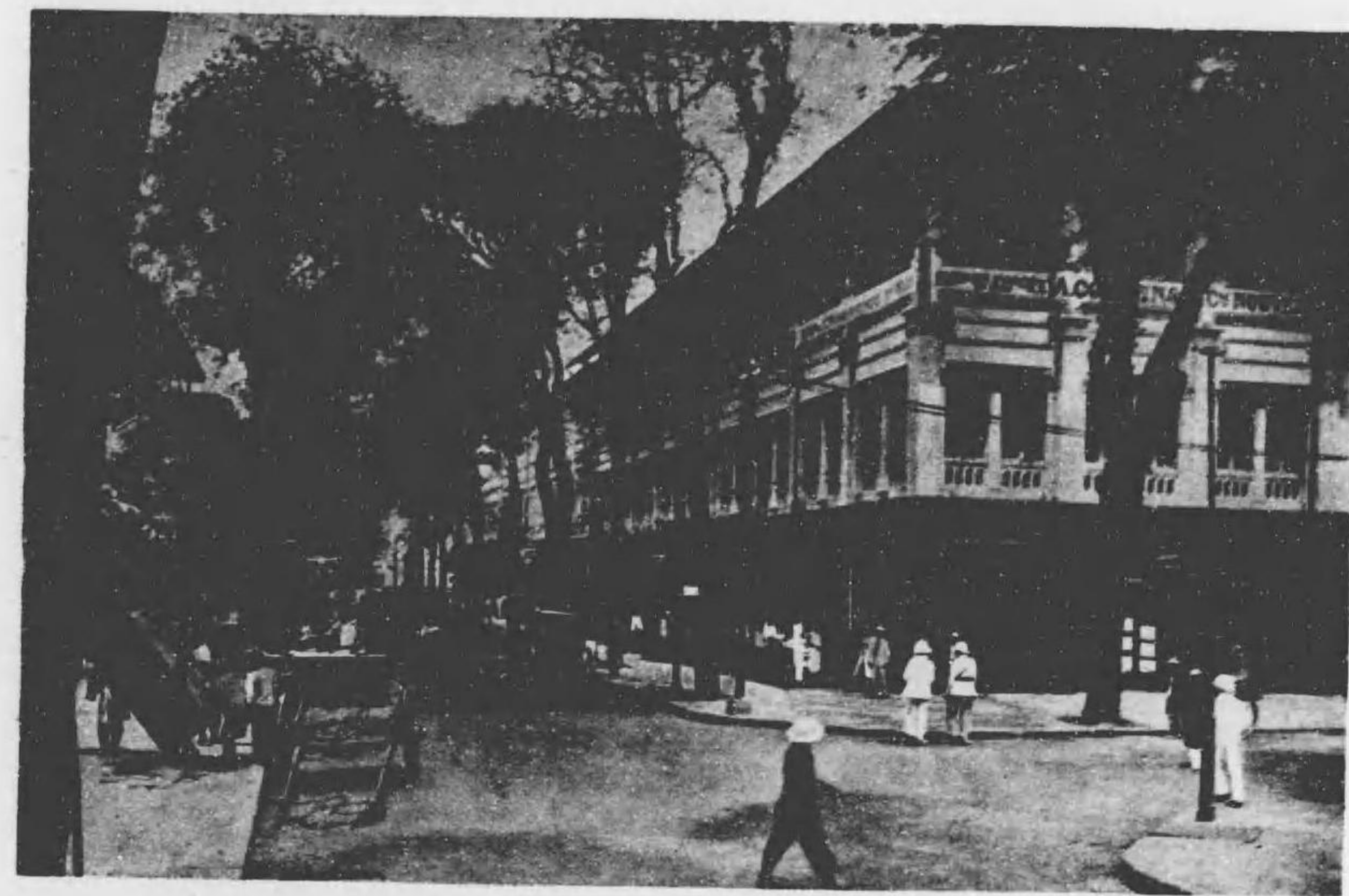
Branch Offices: Tokyo, Kobe & Manila

N.Y.K. Line Agents in Davao



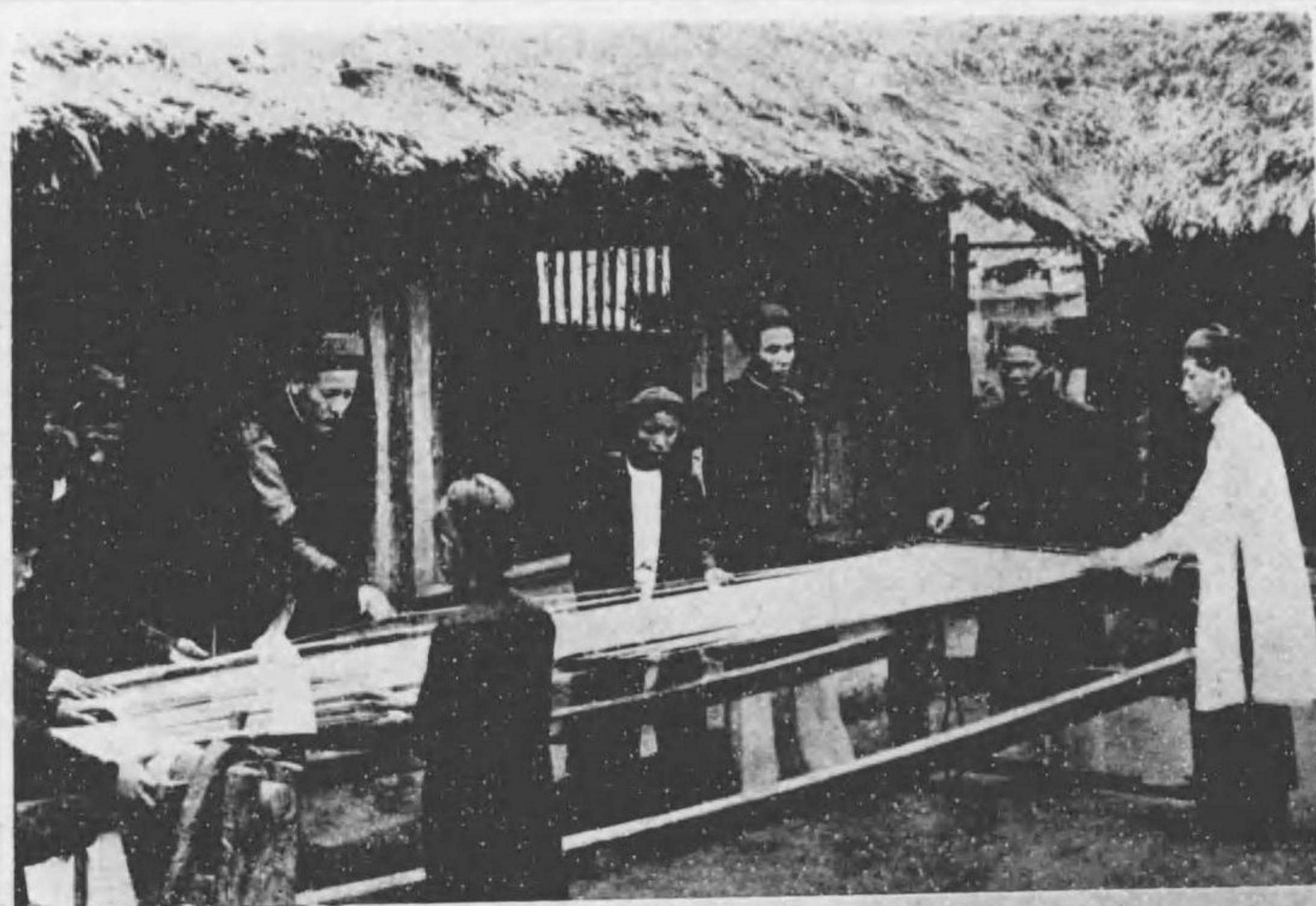
河内のプチ・ラック公園

The beautiful Le Petit Lac, situated in the midst of a pretty garden near Square Paul Bert, contains an island with a number of pagodas known as the Isle of Jade, presenting a dream scene in Hanoi.



西貢銀座カチナ街

Rue Catinat, leading from the waterfront to the Cathedral, is the principal street of Saigon built in a modern fashion and flanked on both sides with numerous stores and shops.



東京人の機織

Natives of Tongking busily engaged in weaving while others interestingly look on at every movement of the skilful hands.

河内の街頭

A typical street scene in the Native Quarter, occupying the north-eastern section of the city of Hanoi.



西貢の市場

Rattan-ware, ropes, fishing-nets, bamboo baskets and other household articles made of bamboo are on display at a market in Saigon.



Situation & Area: French Indo-China is situated in the southern part of Asia with China on the north, the Gulf of Tonkin and the South China Sea on the east and south, and Thailand on the west. The country is composed of Laos, 231,400 square kilometers; Cambodia, 181,000; Annam, 147,600; Tonkin, 115,700 and Cochin-China, 64,700, or an aggregate area of about 740,400 square kilometers.

Climate: There are two seasons: the "dry season" during the winter, and the "wet season" during the summer, with variations in the periods and intensity of rainfall according to the regions. The peninsula is swept by the southeasterly and northeasterly monsoons in the summer and winter respectively, the breaking of the monsoon often being accompanied by disastrous typhoons.

Population: It was estimated, in 1937, that the population of Indo-China numbered 23,853,500. Native groups made up 98 per cent of the inhabitants, while Chinese residents numbered 435,800, and other Asiatics 5,400. The French subjects totaled 41,285.

Administration: The whole country is under a Governor-General who is assisted by a Secretary-General, and each of the States has at its head, an official bearing the title of Resident-Superior, except Cochin-China, which, has a Governor at its head. There is a Grand Council for Economic Affairs and a Government Council for the whole of Indo-China, a Colonial Council in Cochin-China, a Protectorate-Council, and a Council for Economic Affairs for each of the Protectorate States.

Revenue & Expenditure: The general budget for the whole of Indo-China in 1938 was balanced at 89,207,000 piastres.

Education: Instruction is given in public and private schools. There are also a number of schools for the native children. The University of Hanoi, founded in 1917, had 612 students in 1937. A Medical College was also established in 1923.

Communications: The total length of railways was 3,476 kilometers in 1938, two-thirds of which were Government-owned. There were in the same year 7,346 kilometers of asphalt, 14,110 kilometers of macadamized, and 8,276 kilometers of gravel roads.

位置及面積 佛領印度支那是亞細亞の南隅に位する一大半島で、北は北回帰線から南端は北緯八度のカンボジア岬に、西は東經百度から東は東經百九度の間に横がつて居る地域で、北方は支那の雲南、廣西、廣東の三省に接し、西は泰、ビルマに境し、東より南は南支那海に面してゐる。

總面積 七四〇、四〇〇平方千米にして交趾支那植民地（六四、七〇〇平方千米）及トンキン（一一五、七〇〇平方千米）、安南（一四七、六〇〇平方千米）、カンボジア（一八一、〇〇〇平方千米）、ラオス（二三一、四〇〇平方千米）の四保護領を以て形成されてゐる。

氣候 印度支那の氣候は土地の緯度及び高度に依て著しい差異があるも全國を通じて所謂熱帶氣候である。併し佛印は南北に長いので、西貢の如く南部は四時の寒暖の差極めて少いが、北部河内は冬季夏季の劃然とした區別がある。又季節風に支配される所甚だ大きく、冬季々節風の乾季、夏季季節風の雨季に大別され、前者は十一月—四月、後者は五月—十月の間である。此の季節風は時に恐ろしい颶風を伴ふことがある。

佛印全土の年平均雨量は一、八〇〇耗、其の平均氣温は平地で攝氏二六度、北部の山地で攝氏一六度である。

人口 一九三七年の調査に依ると、人口は二三、八五三、五〇〇人であるが、其の中佛蘭西人四一、二八五人、其の他歐米人九七五人、華僑四三五、八〇〇人、其の他亞細亞人五、四〇〇人を除いた二、三三七萬餘人が原住民である。之等の大部分を占めるものは安南人で七割以上に達し、之に次ぐものはカンボジア人（クメール族）、ラオス人（タイ族）である。其の他山岳地方にはインドネシア族ムオン・チャム・マン（蠻族）、メオ（苗族）、モイミユオン等雜多の原始民族が一〇〇萬人内外居住して居ると推定される。

政治 佛領印度支那是直轄植民地たる交趾支那と、トンキン、安南、カンボジア、ラオスの四保

護領より成り、政治的には印度支那聯邦と呼ばれフランス大統領の任命する印度支那總督に依て統治せられてゐる。總督の下に政務長官が置かれ、總督を助けて政務を總括する。又交趾支那には知事、他の保護領には駐劄長官が置かれ、總督の指揮下に夫々の政務を執行してゐる。

財政 印度支那を一括する總豫算案と各聯邦別の豫算案と二つが作成せられ、又直轄植民地たる交趾支那は州毎に、更に市毎に夫々の豫算を持つてゐる。財政収入の主なるものは關稅、政府專賣間接徵發稅、郵便、電信、鐵道等の收入であり、支出は軍事費、裁判費、公共事業費等となつてゐる。一九三八年の總豫算は八九、二〇七、〇〇〇ピアストルであつた。

宗教 人種により宗教を異にするが、原住民の大部分は佛教を信仰してゐる。其の他一部上流人士の間にはバラモン教も残つて居り、マレー人は回教を信仰してゐる。フランスの領有後キリスト教が官憲の保護下に盛んに傳道され現在一〇〇萬人近くの信者を有し相當の勢力を持つに至つた。

教育 公立學校と私立學校があり、教育制度は

Principal Production & Industry

Economic Divisions: Economically, Indo-China is divided into three main areas. The first is a territory tributary to Saigon which, apart from fisheries, is the principal rice producing area; second, region tributary to Haiphong which is devoted to agriculture, mining and manufacture; and Central Annam, with tourane as a leading port, exports a large quantity of cinnamon, sugar, tea, maize, manioc, etc. Rice, however, is not grown here.

Agriculture: Indo-China is essentially a tropical agricultural area. The vast delta of the Mekong, comprising practically the whole of Cochinchina, Cambodia, and southern Laos, is almost wholly utilized for the cultivation of rice, while deltas of the Red and Black Rivers in Tonkin provide additional rice regions in the north. The shipments of rice in 1939 amounted to 1,692,000 metric tons—the largest since 1936. In 1938, a total of 5,580,000 hectares was employed for the cultivation of rice with a total production of 6,308,500 metric tons.

Although only 1,260 square kilometers are devoted to its cultivation, rubber is the second

本國フランスに於けると同様である。原住民の爲に六、六六六の小學校があり、生徒数は四六二、〇〇〇名に上つてゐる(一九三七年)。中學校は三校で四二〇名の生徒数を、職業學校二三校では一、八九〇名の生徒数を有してゐる。高等教育機關としては一九一七年に河内大學が、又一九二三年に醫藥學校が設立された。

交通・通信 一九三八年に於ける道路はアスファルト舗装道路七、三四六軒、碎石舗装道路一四、一一〇軒、砂利道路八、二七六軒となつてゐる。鐵道の總延長は三、四七六軒で印度支那政廳經營のものが三分の二を占めてゐる。佛領印度支那の鐵道は其の面積の廣大なる割合に發達不充分で、内地は主として自動車、或は河川に依て交通してゐる。殊にメコン河、ソソコイ河の二大河川を初め多くの河川が内地交通に多大の便宜を與へてゐる。又トンキン地方には運河が相當發達し、舟運を助けてゐる。

一九三六年度に於ける主要郵便局は三三八、地方郵便局は七〇〇以上に上り、電話線は一九三七年に於て一〇、四四四軒、電信線五九、三六九軒に達してゐる。

産業 佛領印度支那は經濟的に見て次の三大産業區域に分けられる。即ち(一)は西貢地方で、交趾支那、カンボジア、南ラオス、ヴァレラ岬、安南南部を含み、海岸及び内湖には多少の漁業が行はれるが、殆んど全部農業を行ひ、世界最大の米産地の一つである。(二)は海防地方でトンキン及び安南の北部三州を含み、農業、鑛業及び製造工業が盛んに行はれてゐる。(三)は中央安南で、安南港以南ヴァレラ岬以北のツーランを主港とする地方で、農業が主産業であるが、大米作區域に屬せず輸出向の肉桂、砂糖及び茶を主産物とする。

農業 農産物としては米の外に玉蜀黍、護謨、甘藷、甘蔗、コブラ、茶、煙草、珈琲、落花生、胡麻、カボツク(木綿)、胡椒等があるが、米が壓倒的地位を占めてゐる。

米 米は印度支那二、三〇〇萬の原住民の主なる常食であり、且交換の媒介物となる唯一の物産であり又輸出品の太宗として輸出總額の四〇%乃

export product. Of the record shipment of 1939 which totaled 68,880 metric tons, 42 per cent was sent to the United States.

Other principal crops in Indo-China are maize, beans, sweet potatoes, earth-nuts, cotton, sugar-cane, tobacco, coffee, coconuts, oranges, bananas, etc.

Live-stock: Live-stock raising is a flourishing native industry. Among the farm animals in the country, buffaloes and cattle are the most important. During 1936, there were in Indo-China about 3,900,000 cattle, including buffaloes, 2,800,000 swine, 50,000 sheep and goats, and 97,000 horses.

Marine Products: Fishery is a secondary industry but nevertheless an important native occupation, and consequently, a large proportion of the inhabitants, especially in Cochinchina, is engaged in this industry. The chief fishing grounds are located in the Gulf of Tonkin, the southern coast of Annam and the lakes in Cambodia.

Mining: In the north are valuable mineral resources, of which coal is the most important. The mines of Tonkin yield a high grade of anthracite, and tin also is mined in Tonkin. Other minerals produced in commercial quantity are iron and manganese ores, zinc, lead, graphite, phosphates, and gold.

Forestry: The country has a forest area extending some 316,000 square kilometers, or 42 per cent of its total area. A considerable amount of timber, including teak, is cut and floated down the river in rafts for the sawmills in Cambodia. The most valuable of subsidiary forest products are lac and lacquer, which are exported in considerable quantities every year.

The Foreign Trade of French Indo-China during 1939 amounted in value to 3,484,800,000 francs in exports and 2,382,000,000 francs in imports, as compared with 2,844,000,000 francs and 1,916,400,000 francs respectively for the previous year.

The principal items of export trade of French Indo-China are rice, rubber, marine products, coal, pepper, cattle and hides, corn, zinc and tin. The chief imports are such finished articles as textile, metal manufactures, fibers, cotton, petroleum, papers, automobiles, chemicals, etc.

Soon after the outbreak of the European war, decrees were promulgated in Indo-China for the regulation of foreign trade and exchange operations. As a result, imports and exports from and to countries other than France were placed under a permit system, prohibiting at the same time the export of certain commodities.



水牛と水田耕作
Rice plantation in Tonkin

至四五%を占め、印度支那の經濟を支持する大動脈となつてゐる。従つて印度支那二、三〇〇萬人の九割以上は米作に従事し、國內到る處で生産されてゐるが、メコン河の流域、安南平野及び紅河の三角洲であるトンキン平野が其の主産地となつてゐる。トンキン及び安南に於ては年二回生産され、トンキン平野から生産されるものはトンキン米と呼ばれ、又メコン河流域を生産地とする南部印度支那産米は「米の都」シヨロンに集り、精米の上、所謂西貢米として輸出されるのである。

一九三八年度の米作面積は五、五八〇、〇〇〇頃、其の輸出額は一九三九年に於て一、六九二、〇〇〇噸(價格九一、〇〇〇、〇〇〇弗)を示し、同年度の輸出總額の三九・七%を占めてゐる。

ゴム ゴム栽培は印度支那に於ける新興産業にして政府の保護獎勵の下に總てフランス人の手に依て經營されてゐる。ゴム園の總面積は未だ三一三、六九〇頃に過ぎないが、一九三九年度の輸出數量は六八、九〇〇噸(價格二四、三九三、〇〇〇弗)にして輸出總額の二七%を占めて居り、其の大部分を米國に輸出し、所謂米弗資金の獲得に貢獻して來たのである。

畜産業 印度支那は牧畜に適する土地を多數有してゐるが、其の放牧は粗放的で充分なる發達は遂げてゐない。牧畜の最も盛んなのはカンボジア及ラオス地方であり、一九三六年の調査に依ると牛(水牛を含む)約三、九〇〇、〇〇〇頭、豚二、八〇〇、〇〇〇頭、羊及び山羊五〇、〇〇〇頭、馬九七、〇〇〇頭となつてゐる。

水産業 魚類は米に次ぐ食料品であるため、漁

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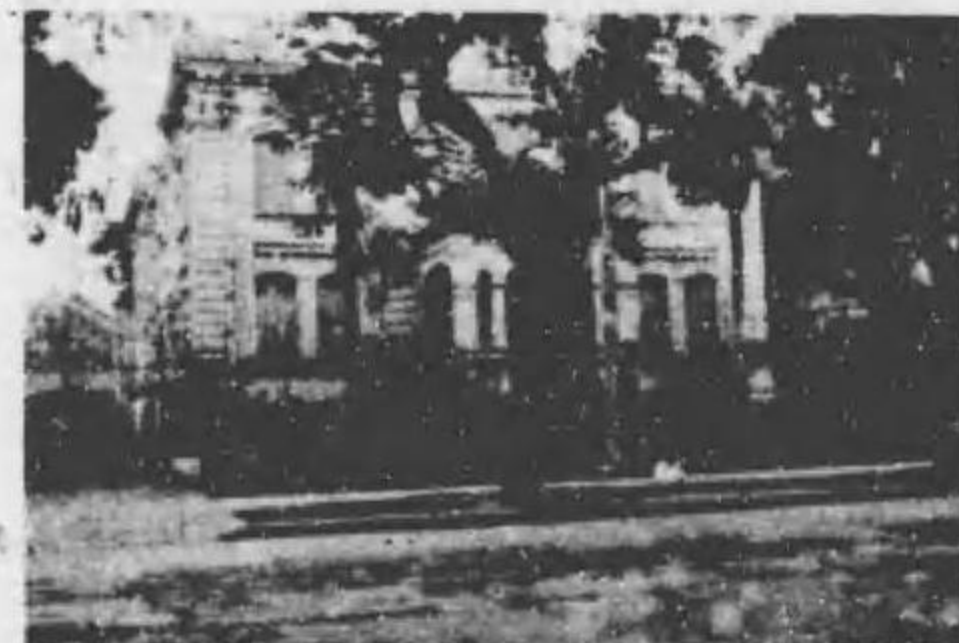
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業は原住民の重要な生産の一つとなつて居り、交趾支那の沿岸とカンボジアの大湖(トンレ・サップ)が二大漁場地域である。殊に大湖は世界中で最も漁獲の多い所の一つとして有名で、其の盛漁季は十二月から翌年の一月に亘る減水期である。捕獲された魚類は鮮魚のまま或は乾製、鹽漬若しくは燻製として國內の需要に充てる外、近隣諸地方に相當多量輸出されてゐる。

鑛業 印度支那の主要鑛産は石炭(一九三七年の産額二、三〇八、〇〇〇噸)ウルフラム鑛(五八〇噸)、亞鉛(四、九五八噸)、錫一、六〇〇噸)スベルター(四、一〇〇噸)等にして、其の他黒鉛、鉛金、銀、アンチモニー等を産出する。

トンキン地方は石炭を初めとし各種の鑛産資源に富むこと印度支那隨一である。安南は燐礦石、カンボジアは寶石、ラオスは錫で有名であるが、交趾支那には殆んど鑛産資源を有してゐないと云はれて居る。

石炭は印度支那に於ける鑛産の太宗であり、亞鉛及び錫と合せて印度支那の全鑛産額の約九七%

を占めて居る。一九三七年度の石炭の生産額は二、三〇八、〇〇〇噸に上り、其の内一、五五〇、〇〇〇噸(一九三九年度は一、七九〇、〇〇〇噸)を輸出してゐる。其の主要なる産地はホンゲイを中心とするアロン灣のドン・チューー一帯で埋藏量は一一億噸と推定されてゐる。尙我が國は戦前より佛印鑛産の重大市場の地位を占めてゐた。

林業 往時は殆んど全地域が鬱蒼たる森林に蔽はれてゐたのであるが、古來から原住民の濫伐若しくは耕地を求める山地蠻族のため焼拂はれ、今日では半減してゐる。現在の森林總面積は三一六、〇〇〇平方軒にして尙總面積の四二%を占めてゐるが、總て國有及公有林である。

林産としてはチーク、黒檀等の堅材を初め普通材、木炭、香木、藤、竹、ステックラック、漆等であり一九三九年の一般木材の輸出額は三八、七〇〇噸(價格二、九〇〇萬法)に上つてゐる。之等林産の運搬にはメコン河が殆んど唯一の交通路として利用されてゐるが此の運輸路が更に擴大されれば佛印の林業は一段の飛躍を見ることであらう。

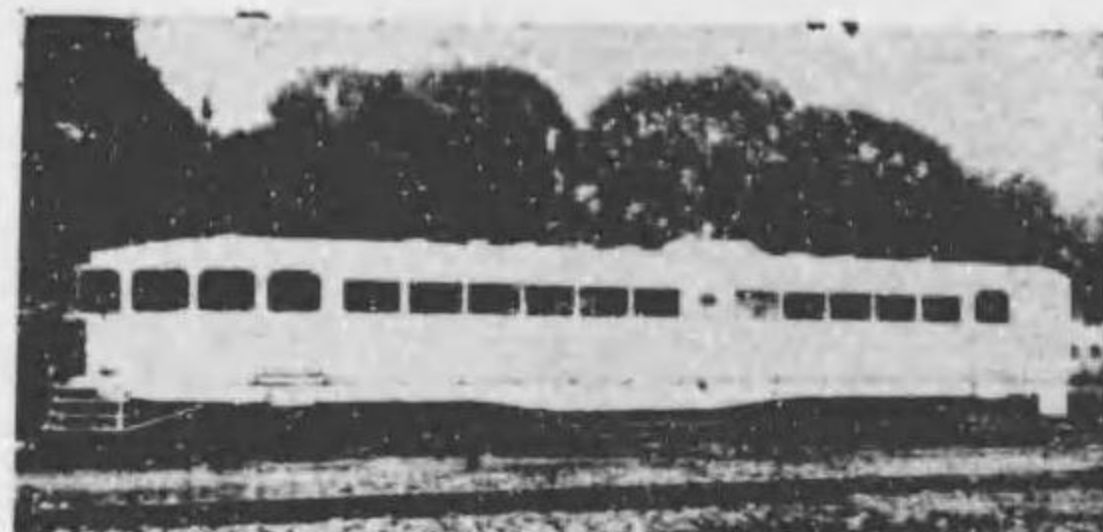
Values of Principal Exports & Imports of French Indo-China, 1935-1936

EXPORTS	1935		IMPORTS	1936	
	Frs.'000	Frs.'000		Frs.'000	Frs.'000
Rice & Paddy	631,907	763,899	Cotton Tissues	126,514	115,401
Corn	144,901	294,076	Alcoholic Liquors	28,747	32,394
Rubber	136,877	244,434	Gasoline	26,672	30,833
Coal	67,788	79,469	Raw Cotton	27,573	33,896
Fishes, Dried	52,989	55,405	Fruits & Nuts	19,072	21,931
Eggs	10,907	5,802	Vegetables	18,293	30,224
Pepper	13,433	11,744	Raw Silk	14,972	22,531
Stick-lac	8,267	8,939	Rayon Tissues	9,386	15,778
Tin	17,376	23,798	Papers	31,808	36,510
Buffaloes	3,343	1,198	Automobiles	20,575	25,777
Hides & Skins	7,364	8,237	Animals, Live	1,116	2,053
Shrimps & Prawns, Dried ..	5,328	5,034	Butter & Cheese	3,568	3,307
Fish Oils	550	2,008	Wheat Flour	11,642	12,101
Copra	8,997	9,799	China Vermicelli	3,983	4,882
Coffee	4,670	2,372	Tobacco	12,299	23,291
Teakwood	9,841	9,090	Kerosene	5,171	4,804
Kapok	5,651	7,190	Chemical Drugs	5,866	7,490
China Mats	7,298	5,153	Glass & Pottery	16,721	18,038
Others	160,796	144,211	Cotton Thread	6,386	3,274
			Silk Tissues	5,700	3,599
			Wooden Furniture	3,086	4,159
			Tyres	11,641	13,140
			Others	490,611	514,101
Total	1,298,283	1,681,857	Total	901,420	979,514

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1901, achevés au
début de 1910

Partant de Haiphong, port situé à 2 jours de Hong Kong, 4 jours de Shanghai, 4 à 5 jours de Shonan (Singapore), le Chemin de Fer, en moins de 2 heures, aboutit à Hanoi, Capitale de l'Indochine Française d'où il repart pour suivre le Fleuve Rouge à travers la jungle tropicale et atteindre Lao-Kay à la frontière de la Province Chinoise du Yunnan.

Quittant ensuite Lao-Kay, la ligne s'étire en territoire Yunnanais à flanc de montagnes abruptes le long des sauvages torrents du Nam-Ti, du Pa-ta-Ho, du Ta-Chan-Ho, qu'elle frôle par endroits pour les

surplomber, en d'autres, à plus de 300 mètres de hauteur. Passant d'une rive à l'autre sur des ponts étonnants d'audacieuse légèreté, s'accrochant à de vertigineux "à pics" franchissant ainsi 3.628 ouvrages d'art dont 107 viaducs, ponts et aqueducs de plus de 20 mètres d'ouverture, 172 tunnels d'une longueur totale de plus de 20 kilomètres, le rail, contournant le riant lac de "Tang-Tche," après avoir atteint 2.025 mètres d'altitude, aboutit au magnifique plateau de Yunnanfou, riche de blé, riz, arbres fruitiers, flore et faune d'Europe.



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sa vieille enceinte murée, le mouvement de ses rues pittoresques, la douceur de son climat tempéré comparable à celui du centre de la France, le grand air et les sites impressionnants des montagnes qui l'entourent.

— Pour la santé, un séjour à YUNNANFOU —

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Hanoi, a fine and large modern city having a population of 142,000, is situated on the right bank of the Red River approximately 103 kilometers from Haiphong.

It is one of the residencies of the Governor-General of Indo-China and the headquarters of the Commander-in-Chief of the Colony's military forces. It is also the seat of the Resident Superior of the Protectorate and of a Roman Catholic Bishop. Apart from being an educational center with a university having medical, pharmaceutical, law and fine arts faculties, the city has a Court of Appeal, Lower Court, Chambers of Commerce and Agriculture and Corn & Stock Exchange.

Hanoi will please visitors by its aristocratic atmosphere of a large capital, its wide avenues, parks, Botanical Gardens, golf-links, and by the charm of its Petit Lac and Jade Islet. It is the junction of all the railways in the Colony radiating to Haiphong and Saigon. It comprises two distinct towns: the French Town to the south of the Annamese quarter, from which it is separated by a pretty lake; the Native Town, still affording a number of picturesque nooks, occupying the northeastern section of the city. The inhabitants in the Native Quarter are mostly Annamese, and all trade in native products is transacted here. The street names in this part recall those of the old trades and guilds, e.g., Rue de la Soire, du Riz, du Sucre, du Papier, etc. The Citadel, located on the site of the old fortress, contains military barracks, administrative buildings, and a large number of villas. Rue Cambetta, the longest thoroughfare, extends from the Station to the Military Hospital.

The Petit Lac, a sheet of water bordered by lawns and lofty trees, and surrounded by gardens, is the most beautiful part of the city. The Temples of Ngoc-so'n and the Temple of the Marvellous Sword are at the Petit Lac. A remarkable Museum, Library of the Ecole Française d'Extreme-Orient (founded in 1898), containing collections of ancient fine arts and technical products of Indo-China, and the Commercial and Industrial Museum are also found in the city. The Van-Mieu or "Temple of Literary Culture," known to Europeans as the "Pagoda of the Ravens," is a vast building provided with five courtyards. The Palais du Gouverneur-General stands at the entrance to

河内 は紅河上流一六〇軒の右岸にあり、印度支那の首都として總督が駐在し、中央及び地方行政機關、トンキン、安南師團、又各大學の所在地として政治、軍事及び學術上の中心地である。又河内は陸上交通の中樞地をなし、海防へ一〇三軒、順化へ六五二軒、西貢へ一、七四七軒の距離にあり、雲南線、縦貫鐵道（河内—西貢間）河内—海防線及び河内—ナチャム線の四鐵道の起點となつてゐる

人口約一四二、〇〇〇人（内佛人約七、〇〇〇人華僑約四、五〇〇人）、市街は長さ六軒、幅二軒半に亘り、フランス人區と安南人區に劃然と分れ西貢と共に佛印の文化都市として代表的なものである。赤い屋根、クリーム色の建物、鬱蒼と茂つた街路樹の緑に飾られてゐる河内の街に一入南國的情緒を漂はせてゐるものはグラン・ラックとプチ・ラックの大小二つの湖である。岸は美しく刈られた青芝に蔽はれ、外周は高い並木の釘道で圍まれ、其の清らかな水面には湖畔に聳える亭々たる老樹の影を映じてゐるプチ・ラックはフランス人の繁華街と安南人の繁華街とを兩岸に控へてゐる。安南人街は湖の北方に位し、商業區となつて居り、フランス人街は街衢井然として湖の東側に臨んでゐる。ボールベール街はフランス人繁華街の中心地であつて、カフェー、ホテル、劇場、銀行、會社等が櫛比してゐる。

此のボール・ベール通りの西南に連るボル・デスボルデ街には中央圖書館があり、プチ・ラックの南岸には商業會議所がある。更に紅河の河岸に近い舊居留地には河内醫科大學、パステュール研究所、遠東博古學院附屬博物館等がある。

安南人街の路幅は狭いが割合に整ひ、街名には帽子、綿、絹、麻、陶器、墨、紙、籠等の名稱がつけられ此の名稱と一致する商店が並んでゐる。華僑の店舗も少くないが西貢には遠く及ばない。

總督府は五ヶ年の歳月と二五〇萬法の巨費を投じて建築したもので、植物園の翠綠を後に、グラン・ラックを一眸の中に收め、又前面には大芝生を隔てゝ舊城市區の兵營、佛人區の大廈高樓が眺め

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GRAND HOTEL DE CHAPA

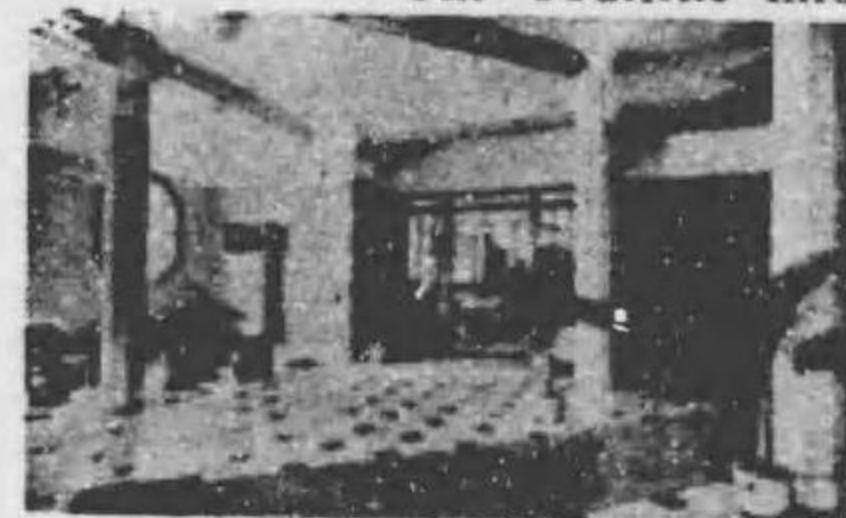
The Hotel Métropole, which celebrated its first jubilee in 1925, is one of the best reputed hotels in the East; it is incontestably the most comfortable hotel in Indo-China.

The large halls, drawing and ball rooms are the meeting place of Hanoi's most select Society. The food, supervised by a well-known French chef, is excellent; the wines perfect, the rooms and apartments are all reached by lift and contain telephone, fans and electric light, the wardrobes have unpickable locks, the windows are mosquito curtained, the bath-rooms contain hot and cold water and are supplied with all the latest sanitary appliances.

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河内銀座ポールベール街

The Rue Paul Bert, the commercial thoroughfare of the European quarters, extends from the Theatre to Petit Lac. Here, and in the immediate vicinity, are fine shops, cafes, hotels and banks.

the Botanical Garden which has large nurseries where thousands of varieties of plants for ornamental, industrial and farming purposes are cultivated. The Grand Buddha, or "Temple of the God of the Far North," is picturesquely situated near the Grand Lake.

られる景勝の位置を占めてゐる。總督府の背後にある植物園はグラン・ラックに面し、其の廣さ二五町、園内の植物の種類は四千餘に達すると謂ふ。

遠東博古學院は一八九八年、時の總督ゾーメルが創設した世界有数の東洋研究所で、中央驛より稍東より舊居留地の閑静な處にある。佛印及び隣接諸地方の歴史、考古、人種、言語等を研究し、且圖書其他資料の蒐集に當つてゐる。尙紅河畔の學院附屬考古博物館には東洋各地の珍寶佳作が多數陳列されてゐる。

從來在留邦人數は僅に八〇名内外に過ぎなかつたが、日佛印關係の緊密化に伴ひ特派大使府が設置され、在留邦人及び商社も漸増の途を辿つてゐる。

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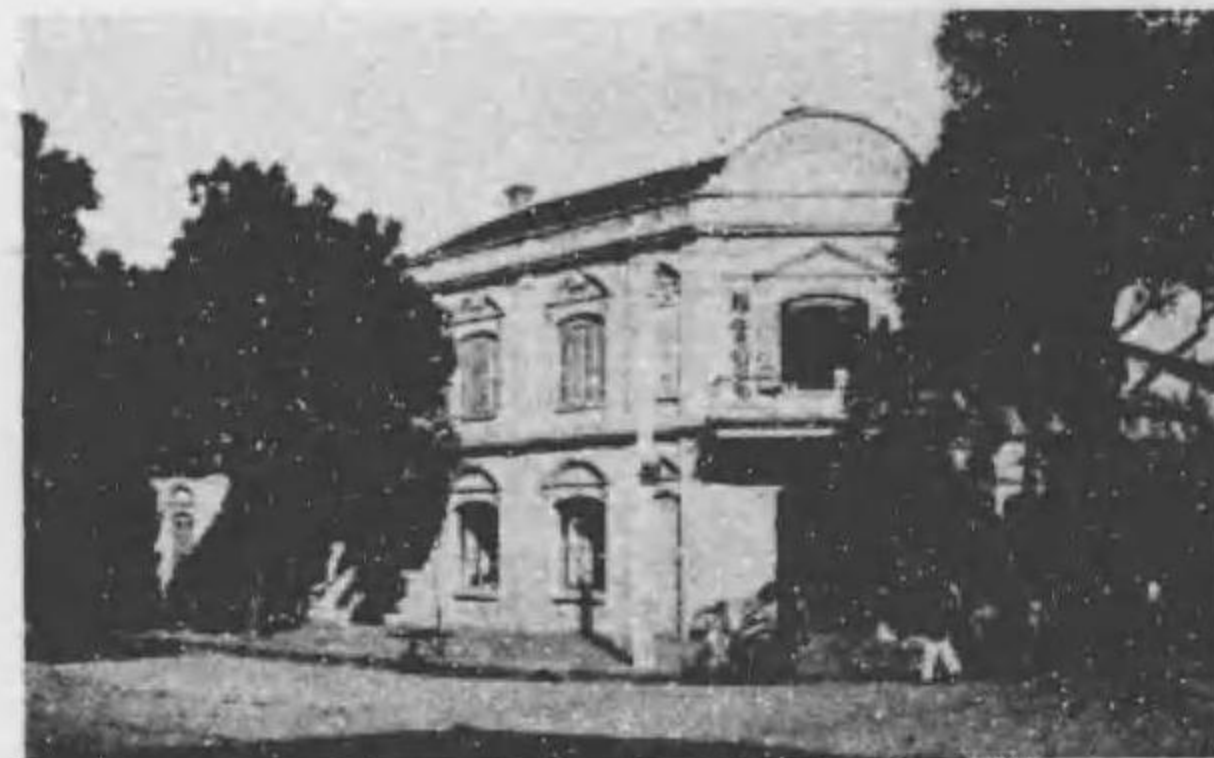
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HAIPHONG

Haiphong, an important port of trade of Tonkin, is built on the right bank of the River Cua-Cam, one of the numerous tributaries of the Song Khoi (Red River) which flows from the Chinese province of Yunnan to the Gulf of Tonkin. It is a self-governing municipality with a population of about 110,000 and the headquarters of a Military Command, having also a District Lower Court and a Chamber of Commerce.

The flourishing Haiphong harbor is provided with a wharf 640 meters long, which can accommodate five large ocean-going liners, simultaneously. Spacious godowns capable of storing 100,000 tons of cargo have been erected on the waterfront while a floating dock is attached to a modern shipbuilding yard, where the most extensive repairs can be undertaken.

Twenty-two kilometers from the city is Do-son beach, a favorite resort in the hot season for officials and colonists who occupy the lovely villas nestling in the shade of the filios. From Do-son a splendid road enables one to reach the extremity of Honan Peninsula. There is also a lighthouse on the island, guarding the port of Tonkin, light from which being visible at a distance of 32 kilometers.

The European quarter is situated near the Canal de Ceinture, on both sides of which are wide, clean and well shaded boulevards, while the native quarter lies in the northern part of the city near the Song-Tam-Bac. The Botanical Garden, which lies 3 kilometers from the town, is a favorite resort of the residents. There are two public gardens where military concerts are frequently given. The main buildings of the city consist of Central Post Office, City Hall, Banque Industrielle de Chine, the handsome Municipal Theater, Customs House, etc.

The most important export commodities from Haiphong are rice, maize, coal, tea, various essences of perfumery, fruit, vegetable oils, coffee, beans, aromatic herbs, lac and sticklac, rubber, resin, lacquer oil, timber, cotton, jute, kapok, rattan reed, cement, zinc, soap, gunny bags, leather, furniture, matting, etc.; while the chief imports include metal tools and machinery, wheat flour, potatoes, petroleum, chemicals, glass and its manufactures, automobiles, etc.

■海防 は紅河の支流クア・カムとソン・ナムバクの兩河の合流點に臨み、河口から三二軒の上流に位置してゐる。市街は一八七四年クアカム河右岸砂洲上に建設されたのであるが、トンキン地方を初め遠く雲南省及び廣西省を後背地とするが爲に其の物資吞吐港として一八八五年以來著しき發展を遂げ現在はトンキン第一の商港として内外船舶の出入繁く、西貢に次いで繁榮してゐる。海防港は満潮時には一萬噸以上の巨船が入港し得るが干満の差による不便は甚しいものである。港の設備は近時着々整備され又雲南鐵道の起點でもあり最近送援路として其の碼頭に陸揚された物資は夥だしい數量に上つた。

人口は約一一〇,〇〇〇人にして(華僑約一五,〇〇〇、フランス人約二,〇〇〇)、其の大部分は安南人である。市街は歐洲人街と安南及び支那人街とに分れ、家屋は東洋式と西洋式とが相混着してゐる。市街の中樞地はボール・ペール街の大通で其の東端には小公園があり、市廳、商業會議所を初めとし主要なる銀行、會社及び商社が多數集つてゐる。

海防は商港たると共に其の附近に産する石炭のため工業都市としても發展し、現在セメント會社紡績會社、造船會社及び炭礦會社等がある。

海防港に出入する船舶は一年を通じて約六六〇隻、約一、六〇〇、〇〇〇噸に達し、一九三四年度の輸出貿易額は四九五、六二五、九六七法となつてゐる。輸出品の主なるものは石炭、米、亞鉛等であり、石油、鐵類、棉花、砂糖、綿織物等を輸入してゐる。

海防の東南二二軒にあるドーソンは紅河の三角洲の尖端にあり、海防に入る船上から最先に見える岬で、水先案内人は此處から乗込んでくる。ドーソンは北部印度支那隨一の海水浴場で、檳榔樹茂る一帶の砂濱は風光明媚にして、多數の別荘が點綴してゐる。

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SAIGON, situated on a tributary of the Dong-Nai bearing the same name as the city, is the capital of Cochinchina and has a population of approximately 149,000. The city, forming a natural outlet for the Mekong delta—a region of exceptional fertility—is connected with the furthestmost points of Cochinchina by numerous canals and excellent roads. The large volume of traffic at Saigon makes the city undisputedly the commercial capital of Indo-China. The port, with its efficiently equipped modern appliances and facilities controls all the import and export trade of the Colony as well as that of neighboring regions, namely Cambodia, Laos and Southern Annam.

The most important export is rice, the shipments of which in 1937 amounted in volume to 1,548,358 metric tons. Other leading exports were maize, dried and salted fish, pepper, cotton, copra, rubber, and teakwood. The principal imports were manufactured articles and food products, among which the most important included textiles, metallic goods, vegetable oils, cereals, paper, drinks and eatables, etc.

Large thoroughfares traverse and unite the three parts; Boulevard Charner, traced upon a filled-in canal, reaching the Town Hall; the Rue Catinat, fashionable avenue which—after the heated quays—offers to the tourist its cool pavements and the attraction of its luxurious show windows from the Quay Myre de Villers to the Cathedral; Boulevard Norodom joining the Botanical Garden to the Governor-General's Palace, a beautiful residence with a park. The Botanical Garden, one of the most beautiful of its kind in the world, contains most rare specimens of the fauna and flora of the East. Other places of interest include the Canton Pagoda, that of the Chettys and especially the Pagoda of Dakao on the Giandinh Road; the Blanchard de la Brosse Museum given up wholly to the arts, cults and ethnography of the different races of southern Indo-China.

The town of Cho'lo'n, founded by a group of ancient Chinese colonists, lies approximately 6 kilometers from Saigon. Having about 88,000 inhabitants, it is the foremost market for rice produced in Southern Indo-China. At Cho'lo'n, all commercial and industrial activities of Cochinchina such as rice mills, distilleries, potteries, etc. are centralized.

西貢 はドンナイ河の一支流たる西貢河の右岸に所在する交趾支那の首都で人口約一四九、〇〇〇人(内フランス人約九、〇〇〇、華僑約七〇、〇〇〇)シヨロンを合すると約三五〇、〇〇〇人に達し河内が政治と文化の中心地たるに對し經濟の中樞地をなして潑刺たる活氣が横溢してゐる。

カブ・サン・ジャック岬で水先案内人を乗船せしめ、西貢河を廻江すること四、五時間で西貢港の岸壁に到着する。港内は左程廣くなく又水流も稍急ではあるが、優に二萬噸級の大船を出入せしめ得る。岸壁には中型以上の船舶二十餘隻を碇泊せしめ、河中にも二十餘の繫船設備があり、上海に次ぐ完備した河岸港として有名である。此の商港の奥に軍港があり、相當設備の整つてゐる造船所がある。

一九三六年度に於ける出入船舶は一、〇〇六隻、四、〇〇九、〇〇〇噸に上り、一九三七年度の輸出額は二、〇六五、二四〇、〇〇〇法、輸入額は九五二、一六〇、〇〇〇法に達した。本港輸出品の大宗は所謂西貢米で、その他獸皮、烏卵、水産物、玉蜀黍、古々椰子、果實、コブラ、胡椒、ゴム、チーク材等を輸出し、小麥粉、砂糖、果實、煙草、石炭、石油及鑛油、鐵及金屬製品、綿絲、綿布、酒類等を輸入する。

河港はシヨロンを含み二五軒の地域に亘り、シヨロンとの間に支那三溝及びゾーブルマン、デリヴァションの兩運河が通じ、之等を経て奥地の米玉置黍が西貢に搬出されるのである。

市街は巴里を模倣して建設されてゐるので小巴里と謂はれる程文化都市としての設備が完備し、街衢も亦廣潤、整然とし高雅な都市を形成してゐる。市内には熱帶樹が亭々として生ひ繁り杜の都とも稱せられる。市の略ぼ中央に位する廣場の美しい芝生に圍まれて赤煉瓦のノートルダム寺院があり、其の前面にはアドラン僧正が安南王子を擁した立像がある。廣場から眞直に西貢河に達する大通カチナ街とブルバール・シャルネ街は西貢隨

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PHNOM-PENH, the capital of Cambodia, is situated on the right bank of the Mekong River, 256 kilometers from Saigon. The city is composed of three districts, viz., European District, Native District, and Citadel Quarter.

Travellers coming from China and Northern Indo-China will really be surprised by the architecture of the monuments in Phnom-Penh as well as in the whole country. In the central part of the Citadel Quarter is located the Royal Palace, a remarkably fine building costing an enormous sum of money. The Palace is famous for its silver pagoda, with the entire floor of the large room covered with silver, its emerald image of Buddha, and its golden image inlaid with diamonds.

If the tourist is rather lucky to be there during Royal Feasts, and if he can see the Royal Dancing Ballet, then he will never forget his sojourn in Cambodia. The actual dancing girls seem to be—in their golden dresses—the sisters of those dancing on the bass-reliefs in Angkor, sculptured in stone, and to be achieving now the dance begun centuries ago by their sisters of yore.

Another principal feature of Phnom-Penh is Le Phnom, an overturned helmet with a long peak and a pagoda on the summit, commanding a good view of the town and surrounding country. In the reclusivities and contours of the Phnom, there are nice gardens with cages containing wild animals such as tigers, panthers, wild boars, deers, snakes, crocodiles, birds, etc.

ANGKOR is a place famous for its magnificent monuments as grand as those of Egypt. The ruins of Angkor are divided into three groups, namely, Angkor Thom, Angkor Vat, and Prab-Khan constituting the most wonderful ruins of a vanished civilization between the 8th and 13th centuries.

The most prominent relics is the Angkor Vat. This great temple, despite its age of 800 years and four centuries of neglect, is still in a fair state of preservation. The effect on entering the monument is first that of wonder at the elaborate decorative work, and as the visitor ascends the building this feeling is succeeded by a profound impression of its lofty appearance as a whole. Another prominent object of wonder is the Angkor-Thom. It dates back to the 10th century. Its walls and gates, although now lying in ruins overgrown with vegetation, are sufficient to enable one to appreciate something of its former magnificence.

一の繁華街で、宏壯な郵便電信局、市営劇場、ホテル等がある。廣場の東北方にある植物園にはアバランシユ運河に沿つて、熱帯及び亜熱帯の植物が多数栽植されてゐる。

西貢から坦々たる舗装道路を自動車で十五分、耳を蔽ふ許り喧騒の大市場ショロンの支那街に入る。此處は奥地よりの米の集散地で穀を貯蔵する中央倉庫や、精米工場が構比してゐる。一年の精米量は二五〇萬噸に上り、米を運ぶ大小數千のジャンクが運河に並んでゐる光景は一偉觀であつて之等一切の米の取引を獨占してゐる華僑の勢力には驚くの外はない。

ブノンベン ブノンベンはメコン河口より三百二十軒の上流メコン河とトレン・サツプ(大湖)との合流點に位し、人口は約十萬人、カンボジアの首府にしてカンボジア王の居城地である。

はてしなきカンボジアの大平原を横ぎりブノンベン近づく頃、遙かに釋迦塔が望見せられる。この釋迦塔は市内の中央部に位する標高十七米のベン丘に聳えてゐるのである。街はこの丘を中心として北部に各官廳と佛蘭西人の住宅區域があり中央部は華僑を主とする商業繁華街となり、又南部は王宮を繞つてカンボジア人街となつてゐる。

王宮内の戴冠殿、舞踊殿、寶物殿を初めとし、市内の諸所にある寺院は華麗を極め、アルペール・サロー考古博物館、古代劇場等クメール王朝華やかなりし地方色が濃かに漂つてゐる。

アンコール ブノンベンより二百軒、西貢から五百六十軒の距離にして、鐵道、自動車及び河船による經路がある。

アンコールの廢墟はクメール王朝の華やかであつた八世紀から十三世紀にかけて築造されたものである。十五世紀の頃同王朝が滅亡した後は森林中に埋もれてゐたのであるがカンボジアが佛蘭西の保護領となるやフランス人に依つて發見されたもので其の中のアンコール・ワットは全部石造を以て築き上げた大殿堂であり、幾階かの高廈が天空に聳えたる回廊には史傳の記録或は佛畫等、巧緻な彫刻を施し驚嘆の外はない。堂宇の周圍には池塘を繞し其の規模の宏壯、結構の雅麗は眞に東洋美術の粹として今日全世界に誇つてゐる。

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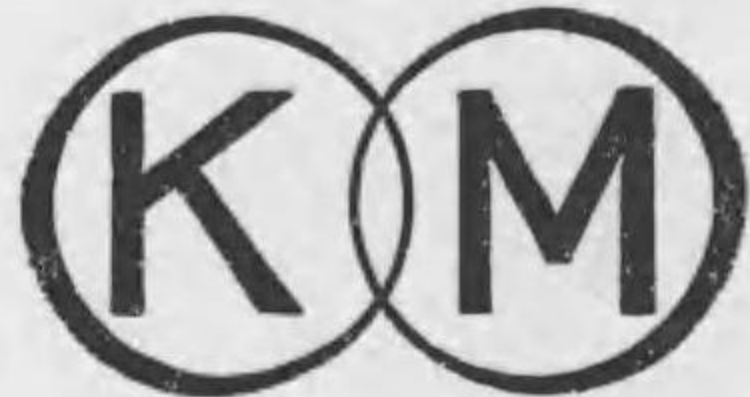
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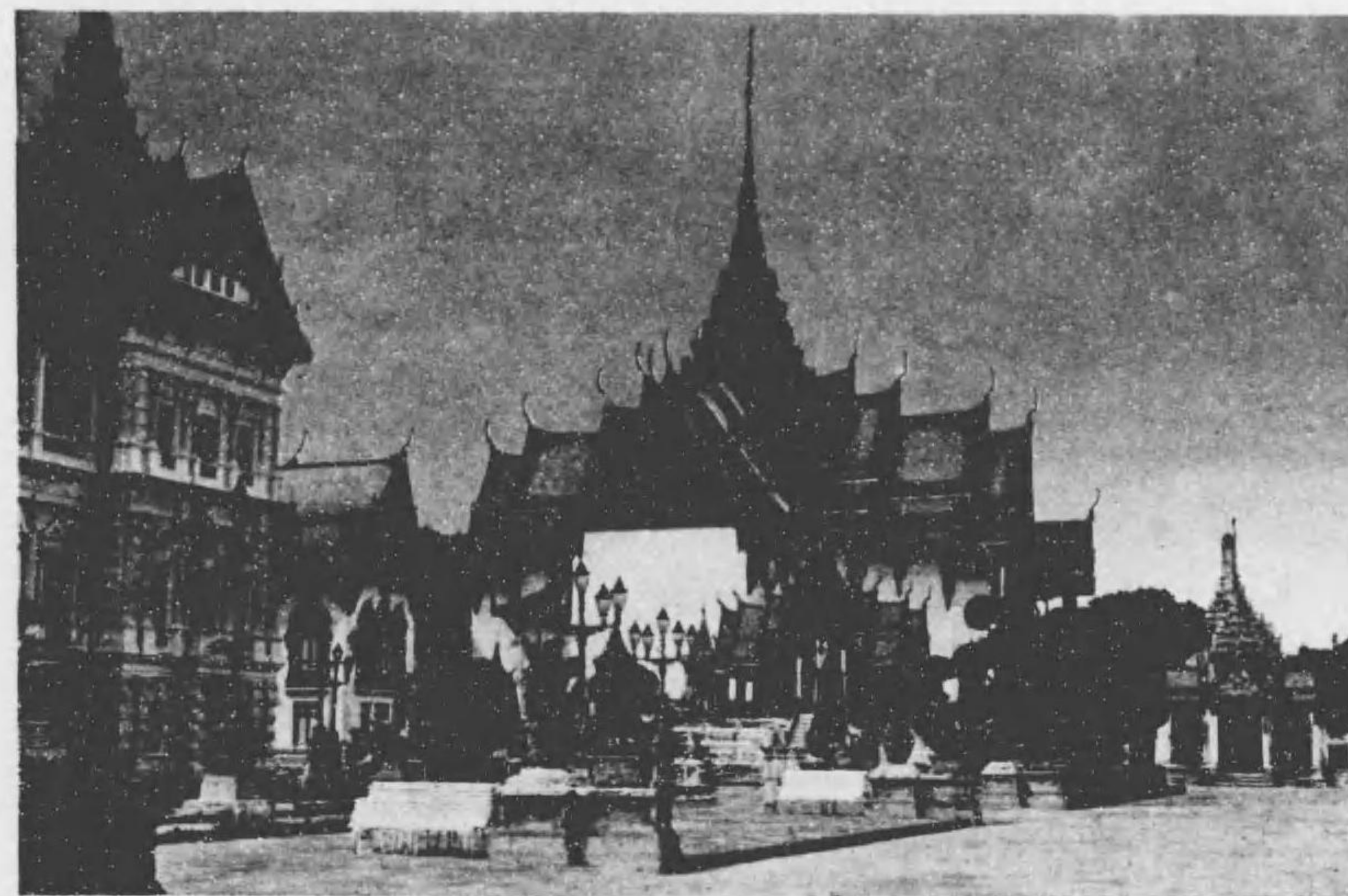
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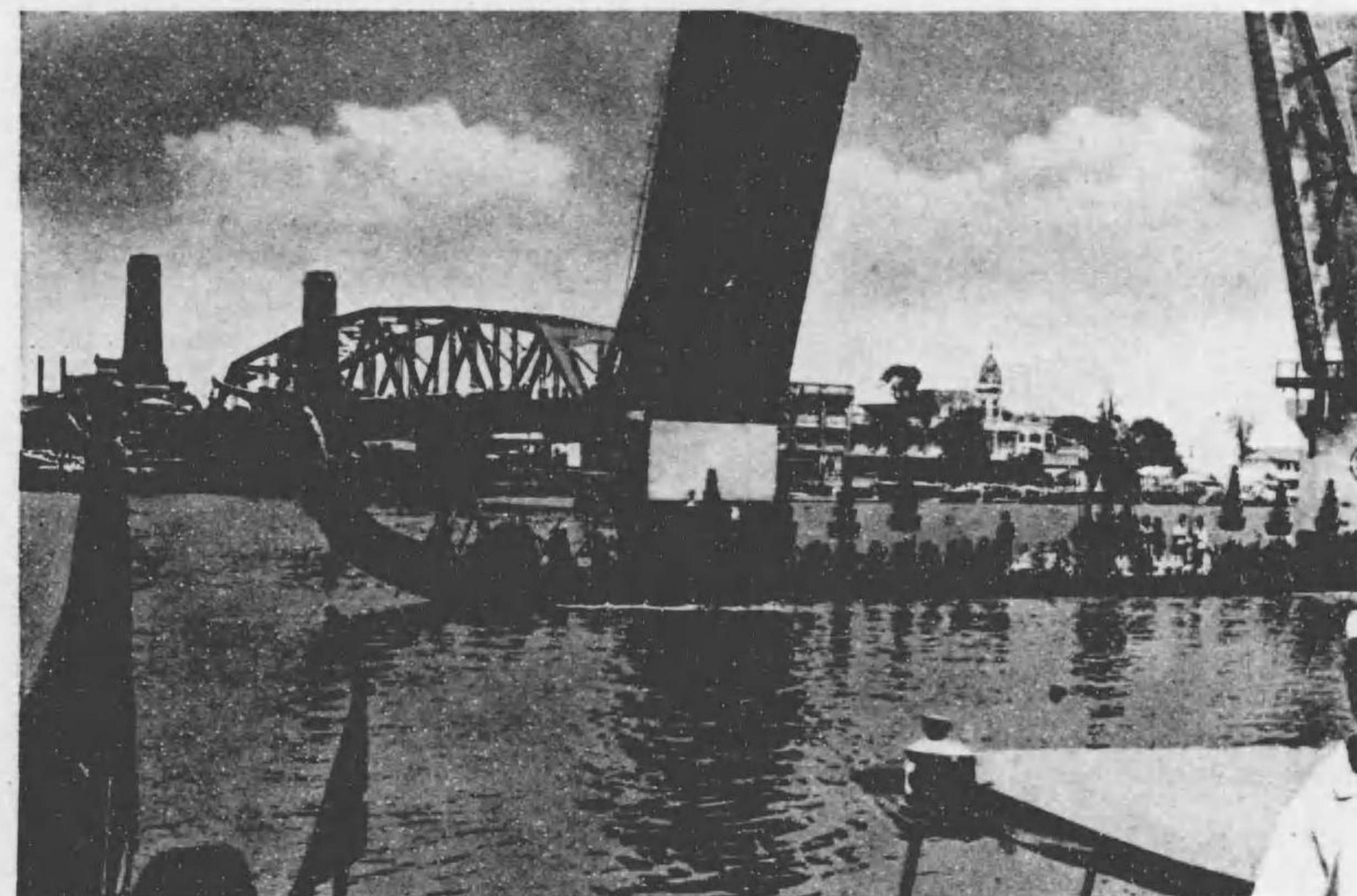
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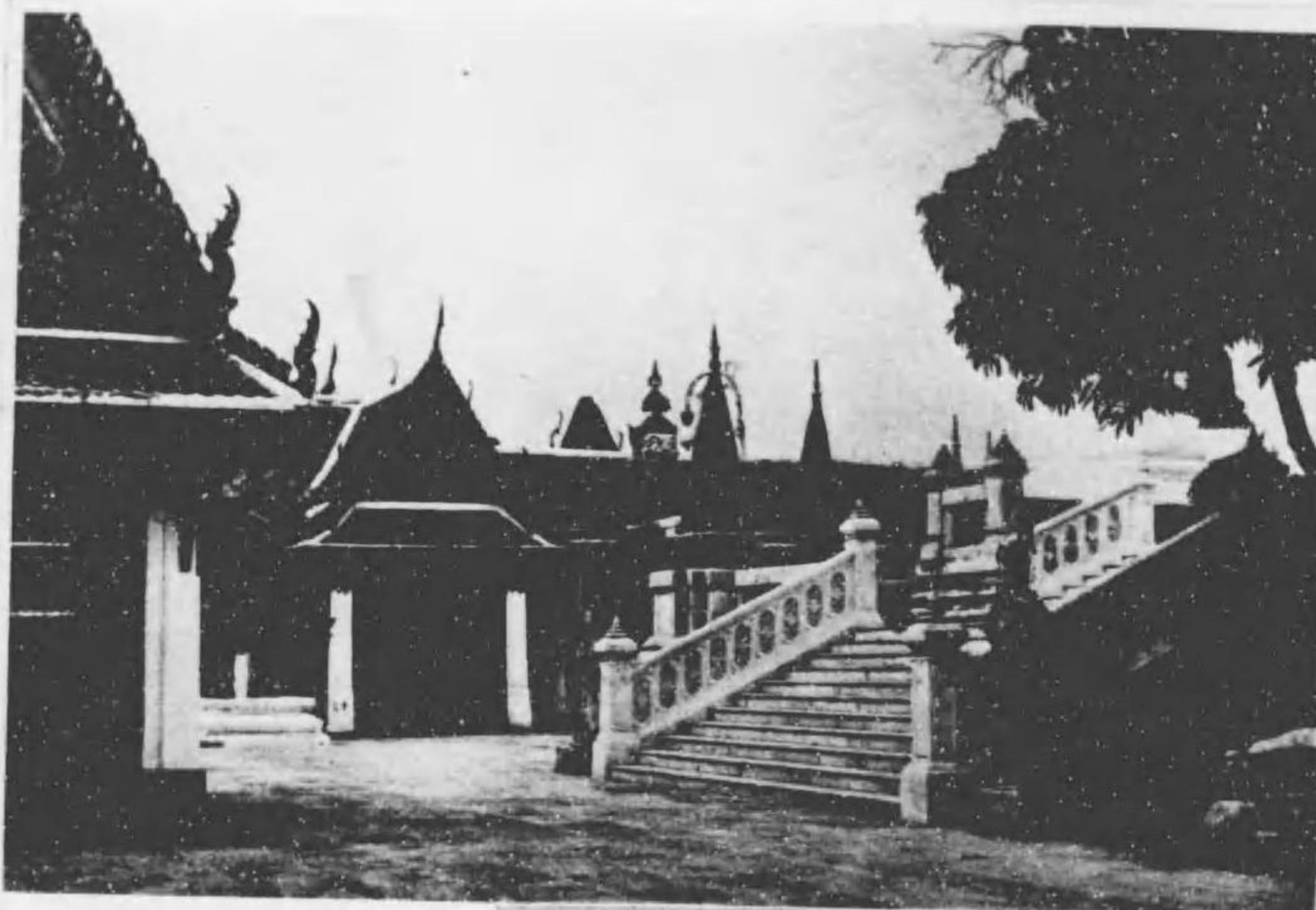
壯麗な盤谷の宮殿

The Grand Palace is undoubtedly the main attraction among innumerable palaces in Bangkok, particularly the Hall of Audience, or Dusit Maha Prasad, the Amarindr Vinichai Hall and the Chakri Palace which constitute the principal object of interest.



メナム河と開閉橋

The State Barge carrying H.M. the King of Thailand in the central pavilion of gold glides by the Phra Buddha Yod Fa Memorial Bridge which spans the Menam River. The occasion is at the end of October when "Tot Kathin" Festival is solemnly observed.



寺院の内景

An interesting scene within the compound of the Temple of Emerald Buddha in Bangkok, Thailand.

象とチーク材

Elephants assume an important role in Thailand in transporting teak timbers from the interior.



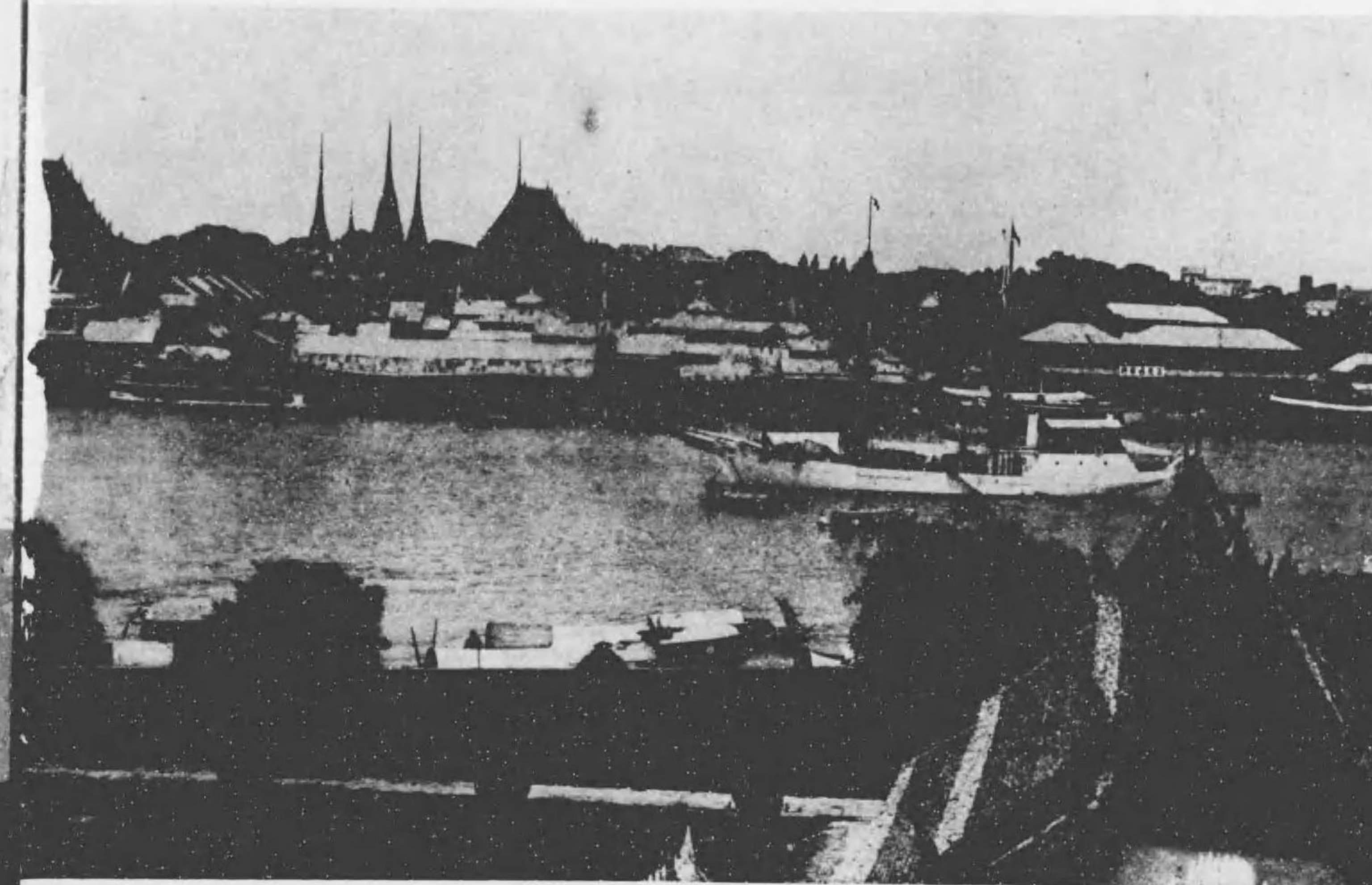
泰の踊り子

Two Thai actresses performing one of the most ancient and cherished dramas of Thailand.



盤谷の河上市場

Waterways in Bangkok are converted virtually into a busy shopping center every morning as variety of articles are sold at the floating markets.

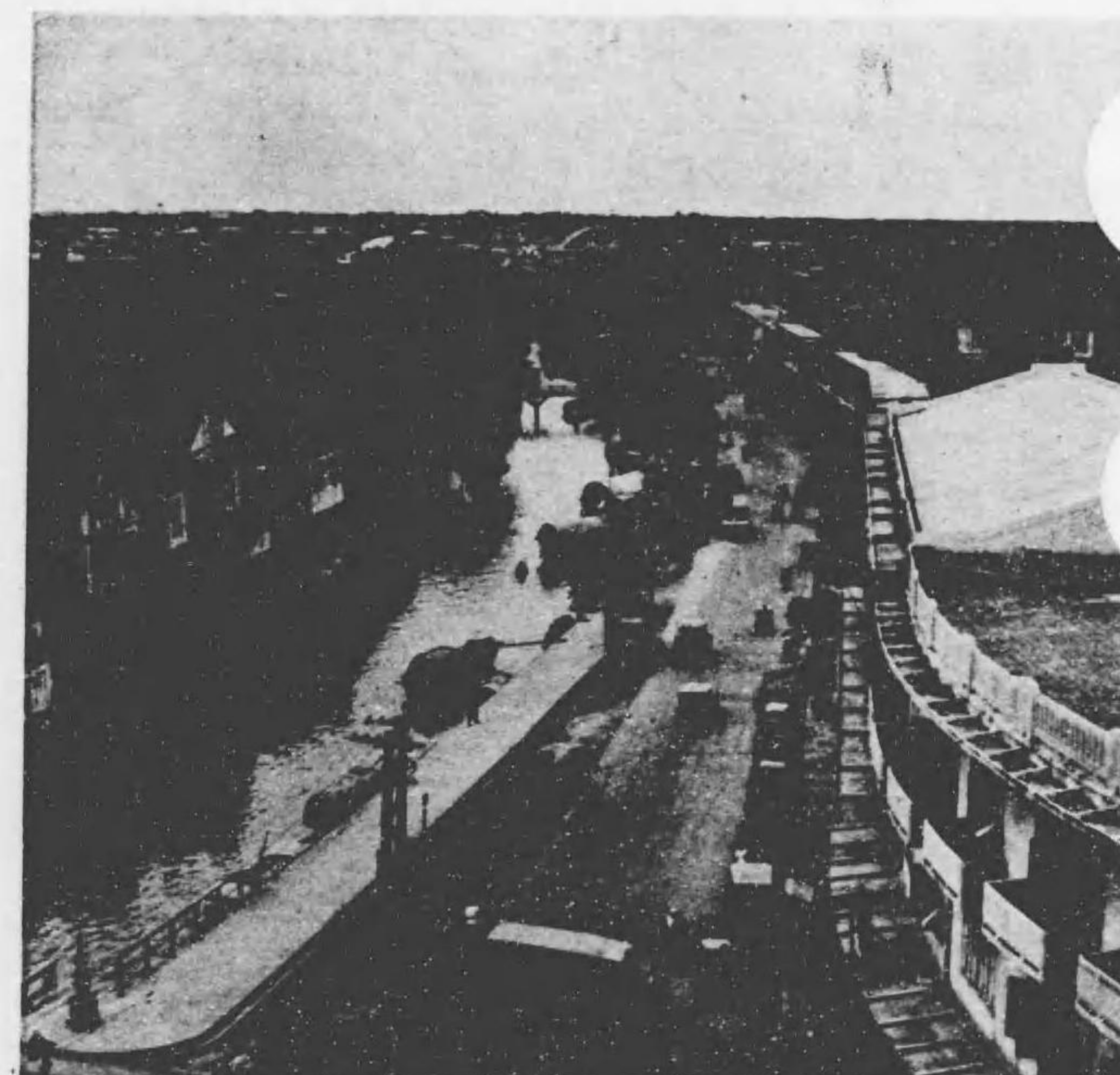


メナム河畔

The Menam River, along the left bank of which lies the city of Bangkok, is the center of business transaction since it is navigable for deep draught vessels.

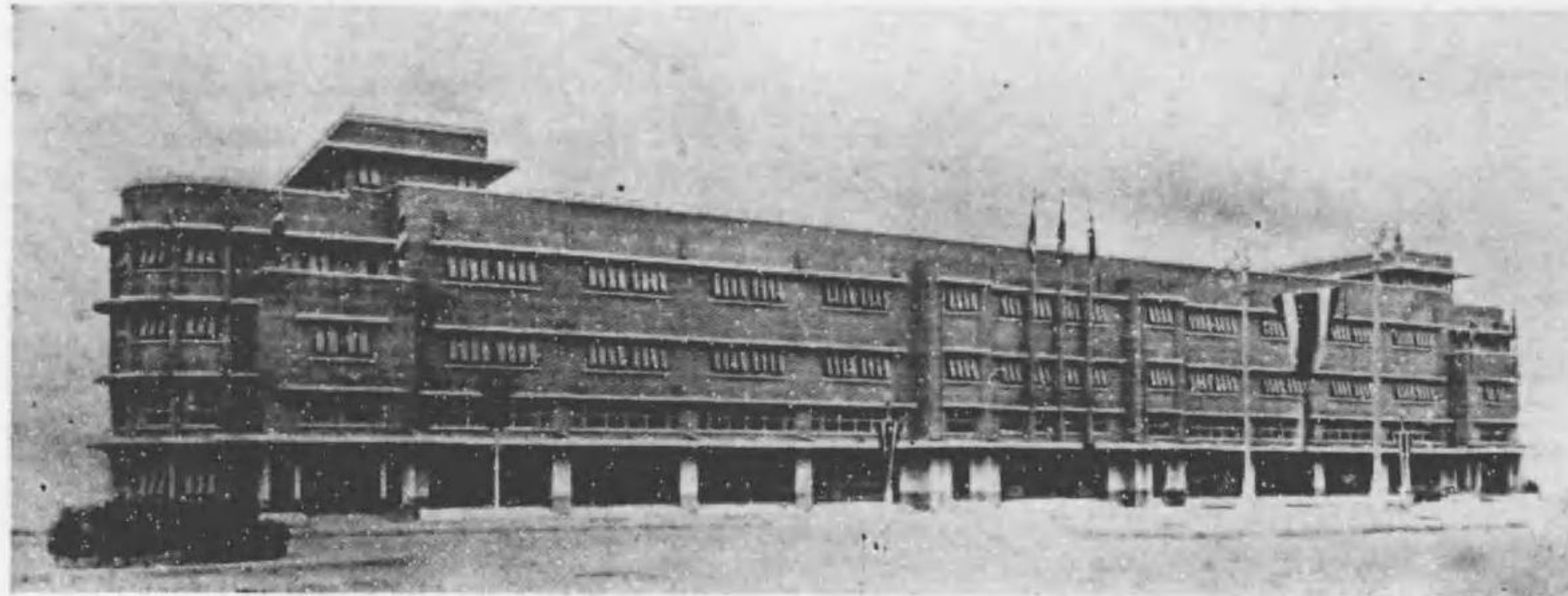
盤谷市街

Running in parallel with the Klong, or the canal, is this well-conditioned road, one of the many such thoroughfares in Bangkok.



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Situation & Area: Thailand, formerly known as Siam, is situated in the southeastern Asia with French Indo-China on northeast and east, the Gulf of Siam on south and east and Burma on the west. Its aggregate area, inclusive of territories returned by French Indo-China through medium of Japan in March, 1941, is approximately 583,000 square kilometers.

Climate: There are three seasons, the hot weather lasting three months during March, April, and May; the rainy weather for a period of five months from June to October; and the cold period from November to February. In the southern part of the country, the rainy season is from September to January and the hot season, from February to August.

Population: According to a census taken on May 23, 1937, the population was 14,464,489, as compared with 11,506,207 in 1929.

Administration: On June 24, 1939, the name 'Siam' was formally changed to Thailand, and a few days later, the Thai Temporary Constitution Act was promulgated, which has now been superseded by a permanent constitution. The supreme power rest with the nation, and the King, as its head, exercises the legislative power by and with the consent of the People's Assembly, executive power through the State Council (the Ministers of the State), and judicial power through the courts duly established by law. The People's Assembly consists of 156 members, half of whom are elected and half nominated; provision is also made whereby, after a period of 20 years, all the members shall be elected by the people. The Kingdom is administratively divided into 74 Changvads, each of which being placed under a Governor.

Revenue & Expenditure: The budget estimates for 1941-42 were balanced at 194,000,000 bahts.

Religion: The national religion of Thailand is Buddhism and the King is the Defender of the Faith. In 1938, there were 17,651 Buddhist temples and 144,320 priests with 13,752,000 followers.

Education: Save for military, naval and legal training institutions, all schools are controlled by the Minister of Education. In 1938, there were 318 Governmental institutions with 66,

位置及面積 泰國は印度支那半島の中央部に位置して泰湾に臨み、南方馬來半島に細長く手を伸ばしてゐる。東はメコン河を境界として佛領印度支那に隣し、西はビルマに接し、馬來半島に於てはマレー聯邦と境する。

其の面積は五一三、四四七平方マイルであつたが、昭和十六年三月十一日フランス側との間に成立した佛領印度支那との國境紛争に關する調停條項に依り、過去數次に亘りフランス側に割讓した部分中、ルアンプラバン地區、メコン河中の島嶼、パクセ地區、カンボジャ地區及びバツタンバン州等六九、四二〇平方マイルの失地を回復したので現在の面積は五八二、八六七平方マイルである。

氣候 泰國の全土は北熱帶圈内に屬してゐるため、完全なる熱帶性氣候であり、明確に乾、雨の二季に區別される。即ち毎年多少の遲速はあるも、大體に於て乾季は十一月に始つて翌年四月に至り、雨季は五月より十月迄である。乾季には連日晴天で殆んど雨をみず、十二月から一月頃は最適の時期であるが、四、五月に至れば酷暑甚だしく、平均氣溫攝氏三四度位になる。五月下旬乃至六月上旬より雨季に入り、九月に至つて雨量は最高となり、盆を覆す様な豪雨が毎日訪れ酷熱を洗ひ去るので割合に凌ぎ易い。

人口 一九三七年五月廿三日施行の國勢調査に依れば、總人口一四、四六四、四八九人で、そのうちタイ族即ちシヤム人が一三、八四一、三〇四人を占め、華僑（五二四、〇六二人）印度人及びマレー人、カンボジャ人、安南人、シヤン人、ビルマ人等が之に次いで居る。

政治 一九三九年六月廿四日シヤムは泰と國名を變じた。泰國は一九三二年六月廿四日のクーデターに依り、立憲急進派の革命政權が樹立され六月廿七日には國王同意の下に「シヤム暫定憲法條令」を發布し、從來の專制君主制に代つて立憲君主制の確立をみるに至つた。同暫定憲法は後、恒久憲法となり、翌年四月一日一時停止せられたが、同年六月廿四日の第二革命に依て復活し、今

777 pupils and 9,079 primary and higher schools under Municipal and private control with an aggregate number of 1,153,900 pupils. The Chulalardana University, founded in 1917 at Bangkok, is organized in seven faculties: Medicine; Arts and Science; Engineering; Architecture; Accountancy, Commerce and Journalism; Dentistry; Veterinary Surgery. A new University of Moral and Political Science was established in 1934.

Transportation & Communications: The State railways, totaling 3,100 kilometers, are linked with a line leading to Federated Malay States, thus connecting Bangkok with Penang and Shonan Island. Radio facilities for direct communication with Europe consist of a beam transmitting station in Bangkok with a receiving station in Laksi. Toward the close of 1939 an agreement was signed with the Japanese Government for the establishment of a commercial aviation service between Bangkok and Tokyo.

Particulars concerning travel are available by communicating with the Bureau of Tourist Promotion of the Thai Ministry of Communications, whose services are cheerfully rendered free of charge.

Currency: The unit of currency is the silver baht, weighing 15 grammes 0.900 fine; 100 satang=1 tical. The other coins are the satang 50, 25, (silver); 10, 5, (nickel); and 1 (copper).

日に至つてゐる。此の憲法の規定に據れば泰國はチャクリー王朝の男系子孫を國王とする世襲君主政の下に三權分立主義が明確に制度化され、國王は國民の首長なるも主權は國民に屬し、國王の權力は著しく制限せられてゐる。即ち國王は人民議會の協賛の下に立法權を有し、議會に責任を負ふ。内閣を通して行政權を握り、裁判所に依て司法權を行使する。併し國王は人民議會を停止、解散する權能を有し、宣戰及び外國との條約締結の大權をも享有してゐる。

人民議會は一院制で議員一八二名より成り、徹底的普通選舉制を採用してゐるが、現在過渡的措施として民選議員、勅選議員各同數よりなる。

内閣(國務院)は總理一名と參議(大臣)十四名乃至二十四名を以て組織されてゐる。ピブン首相は一九三九年十二月就任し、泰國國民の信頼を一身に集めてきたが、大東亞戰爭勃發し、皇軍の泰國への平和進駐をみるや、泰國の地位と使命を自覺し、共榮圈の一翼として強力な政治を推進しつつある。

財政 泰國の財政は久しきに互り對英隷屬を續

けてきたが、日泰同盟以來財政も亦劇期的轉換を示しつつある。外債通貨等泰國財政の對英依存度極めて深かつたため、今後同國財政には相當の苦難を伴ふであらうが、ピブン首相の政治的手腕と國民の覺悟は此の茨の路を必ずや切開いて前進することであらう。

一九四一—四二年度の豫算案は一九四、〇〇〇、〇〇〇バーツであり、收入の最大項目は稅收入(關稅收入約六〇%)にして、歳出の最大項目は國防省費である。

教育 文部大臣が全國教育に於ける直接の責任者であり、多くの學校は國立である。但し陸軍、海軍、法律等の諸専門學校、警官講習所等は文部大臣の權限外である。一九三八年三月末現在に於ける國立學校は三一八校にして、其の生徒數六六七七人、私立學校は一、二一九校(英、米、佛の宗教學校を含む)にして、生徒數八九、二九九人に上る。一九一七年チュラランカラナ大學が首都バンコックに設立され、一九三四年一月には精神科學及び政治科學の大學も設立された。

交通通信 泰國内地の交通には古くから河川の利用が盛んであつた爲道路は餘り發達してゐないが、鐵道は廣く敷設されてゐる。一九三七年十二月末現在に於ける國有鐵道の全延長は三、一〇〇軒にして主要幹線は北部線、南部線、北東線、コラト・ウボール線、東部線の五線で、是等の國有鐵道は總て同一經營の下に運轉されてゐる。

一九三七—三八年度に於けるバンコック入港の船舶は八二四隻、一、一一二、五七四噸同じく出港の船舶は八二四隻、一、一〇九、九二〇噸に上り、英國船が最も多かつた。又バンコックは戰前歐亞航空路の連結點として重きをなしてゐた。

通信事業で特筆すべきは無線電信で、テレフンケン式裝置の強力な無線電信局が、バンコックに建設され一九二九年一月より日本、歐洲、ジャワ比律賓、香港等の各地と商業上直接無電通信が可能となつた。

幣制 泰國の貨幣單位は一九二八年四月發布の通貨條例に據りバーツと定められ、一バーツは一〇〇サタンである。泰國は一九三二年五月十一日に金本位制から離脱し、通貨流通手段は殆んど紙幣に依つてゐる。日泰同盟の締結以來、從來の通貨政策上の對英關係を一擲して、圓バーツ等價を基礎とする新政策をとるに至つた。

Principal Production and Industry

AGRICULTURE: Rice occupies an overwhelmingly important position among the farm products of Thailand. The aggregate area of land on which principal agricultural products are cultivated and their respective output follow: (Units: Area, 1,000 Rai; Output, 1,000 piculs)

Article	Area	Output
Rice	20,363	5,330
Tobacco	55	116
Maize	38	74
Cotton	43	86
Bean	29	81
Sesame	5	11
Pepper	7	3

Rice: The area of rice fields in Thailand is equivalent to about 80 per cent that in Japan but the annual yield, nevertheless, is less than one-third of Japan's rice production. Apart from being the cardinal food, rice is also utilized in producing confectionery, sake and for fodder purposes. The total rice yield in Thailand during 1940 was 56,650,000 piculs, of which 31,503,000 piculs were exported.

Maize: This is grown in the table lands in the eastern section of the country and in the mountainous districts in the peninsula. It enjoys a wide popularity as regular diet of the Thai people.

Rubber: It is cultivated principally along the railways in the western part of the peninsula and in the southwestern coastal regions, the total area of plantation being about 90,000 rai. The aggregate output during 1939 was 47,390,000 piculs.

Raw Cotton: When the cotton industry was hit after the first World War, the Government took steps in boosting the production, and in 1931, the area under plantation as well as the total output saw a remarkable increase, the condition which the country maintained ever since.

The total area of cotton fields during 1937 was 43,000 rai, and the production, 86,000 piculs. A bright future is promised for Thai cotton industry as the country has manifold factors which are favorable for its cultivation.

FORESTRY: With the exception of table lands in the central part of the country, Thailand is virtually covered with forest zones and is rich consequently in varieties of trees such as teak, red sandalwood, blackwood, Indian ironwood, boxtree, etc. Currently, teak occupies the most important position from the economic point of view. Realizing the vital

産業 泰國の産業は農業を大宗とし、其の他林業、鑛業、及び漁業が主要なものである。而して農業の根幹をなすものは米であり、泰國經濟界の消長は一に米作の如何、米價の高低に依て左右されると云つても過言でない。一九二九年の國勢調査に依れば、全職業人七、五一九、七五七人の内八三・〇五%が農業に、一・一〇%が漁業、二・一九%が工業に従事してゐる。

農業 泰國農業の中樞たる米は國民の常食にして、且代表的輸出品である。従つて政府は各種の對策を講じて、米作改良進歩に努力してゐるが、單位面積當り平均收穫量は日本の三分の一に過ぎない。メナム河流域の沃野を初め數多の平野は米田として耕され、其の總面積は四〇、三九〇平方軒(一九三六—三七年度)に上り、全耕地面積の約九〇%に當る。平均年産額は四五〇萬噸内外にして、其の三分の二は國內の消費に充てられ、残り三分の一を輸出し、佛印、ビルマと並んで米の三大輸出國となつてゐる。一九三九年度の輸出額は一、九三六、四〇〇噸(四三、六八七、〇〇〇弗)に上り、同年度輸出總額の五二%に相當してゐる。

其の他の主要農産物にはゴム、椰子、煙草、胡椒等がある。

ゴムが泰國で栽培されたのは僅々二、三十年以來のことである。其の栽培地方は氣候及び風土に於てマレーと同様なる舊英領マレーのケダ及びトレンガヌ兩州との國境地帯即ち南部半島方面が主産地となつてゐる。大小ゴム園の植付面積は一九三九年末に於いて約一、二二〇平方軒同年度の生産數量は五〇、三〇〇噸にして輸出數量は四一、〇〇〇噸に上つた。尙從來泰國のゴムは殆んど全部がマレーの彼南及び昭南港へ輸出され、更に其處から再輸出されてゐた。

鑛業 泰國は鑛産物の埋藏量極めて豊富にして種類も非常に多いのを特徴とするが、未だ充分なる開發は行はれてゐない。其の主要なものは錫、タングステン、石炭、鐵、亜鉛、マンガン、アンチモニー、鉛、銅、モリブデン、ルビー、サファイア、銀等である。

特に錫鑛業はマレー半島方面に盛んであるが、

importance of forestry, the Government has placed its administration in the hands of the Forestry Bureau which is restricting deforestation and also, protecting lumber produced from various trees in accordance with the stipulations of the Forestry Protection Law.

Teak: This is a major industry of Thailand surpassed only by rice, and the country had been practically monopolizing the world market since its quality is the best among teak produced in the world. About 55 per cent of the total production of teak is exported and this quantity, during 1940, was 63,728 tons, or in value about 6,694,205 bahts.

MINING: Tin represents the chief mineral product of the country. Though it is said that the deposit of mineral ores in Thailand is unlimited, thorough investigations are yet to be conducted, and therefore, the definite quantity deposited is still uncertain.

During 1938, however, the total output of tin ore in Thailand was about 365,940 piculs, out of which 263,477 piculs of tin were produced. The export of tin for the same year was 368,185 piculs. The average output of tin ore in Thailand per year is about 20,000 tons, but it is presumed that the country is capable of producing a still larger quantity.

Gold: Though this is next in importance to tin in the field of mineral products, the amount of production is but 1,000,000 bahts a year. The enterprise is virtually monopolized by a gold producing company of French interest, the only such establishment in Thailand.

MARINE PRODUCTS: The marine industry should not be overlooked in considering the economic structure of Thailand as it is an important basic industry coming next to agriculture. Fish is the only source of supply of animal albumen, and accordingly, it is an absolute daily necessity along with rice and vegetable.

The fishing industry of Thailand is divided into two sections, the fresh water fishing and salt water fishing. The first mentioned consists of carp, crucian, shrimp, eel, turtle, catfish, etc., and the second mentioned, mackerel, pomfret, scad, sea-bream, shark, shrimp, codfish, trepang, oyster, etc. The fishes are exported both in fresh and salted forms, and the annual amount of export reaches a vast sum of 20,000,000 bahts. The export of canned fish averages about 700,000 to 1,000,000 bahts a year.

FOREIGN TRADE: During 1938-39 period, the foreign trade of the country amounted

大規模の錫鑛區は殆んど總て英國系會社に依て經營され、且其の錫鑛石は其の儘彼南或は昭南に輸出して精鍊の上世界各地に輸出してゐたから泰國の錫は全く英國資本の支配下にあつたと云へる。

一九三九年の生産數量は一六、九九〇噸にして世界生産量の九%以上に上つて居り、其の輸出額は一六、五七〇、五〇〇弗即ち同國輸出額の約二〇%に當つてゐる。

林業 泰國は本來森林國で地理的に見るも熱帯氣候及び異常なる山嶺を有する關係上、多種多様の森林に蔽はれてゐる。其の森林地面積は泰國總面積の約七、八割を占めるものと推定され、特に北部の大部分は密林地帯であつて、チーク材を主としシエンマイ材、ラムブン材の産出最も盛んである。併し今日尙交通完備せず、是等の材木は雨季の河川増水を利用してバンコックに運搬される一九三九年度のチーク材輸出額は約三、〇〇〇、〇〇〇弗に達し、同國重要資源の一つとなつてゐる。尙泰國のチーク材は他國産に比して木質硬く又水に對する抵抗力強く、金屬と接合しても容易に腐蝕しない特色を有するが爲め、其の用途廣く、此の種用材に對する世界需要の三五%は同國から輸出されてゐる。我が日本は戦前よりチーク材の重要市場であつた。

水産業 乾鹽魚の國內消費量は可成り多額に上り、生魚も相當消費されてゐて其の年産額も二千數百萬バーツと見積られてゐる。併し其の漁撈法は幼稚で、今後近代的、科學的漁撈法を採用すれば、泰國漁業の將來は極めて有望であらう。

工業 工業としては精米業、製材業の外に見るべきものはなく、精米工場は泰米作の中心地たるクルング・デブ地方に於て約七百數十も數へることが出来る。生絲、絹織物工業も多少行はれてゐるが大規模な工場は存在せず、近代的重工業に至つては絶無である。

in value to 334,000,000 bahts, consisting of 129,600,000 bahts in imports and 204,400,000 bahts in exports. Compared with the previous year when imports amounted to 111,800,000 bahts, the 1938-39 trade showed an increase of 17,800,000 bahts, and the exports also resulted in an increase of 35,900,000 bahts.

Following the outbreak of the War of Greater East Asia, however, the foreign trade of Thailand naturally declined. Hence, an agreement was signed between the Bank of Japan and the Finance Ministry of Thailand on June 18, 1942, whereby Japan made a loan of

¥200,000,000 to Thailand for strengthening the latter's financial and economic structure.

The table below shows the values of principal foreign trade during the fiscal years 1937-38 and 1938-39:

Values of Principal Imports & Exports of Thailand, 1937-38 & 1938-39

(Unit 1,000 Bahts)

Imports	1937-38	1938-39	Exports	1937-38	1938-39
Cotton Goods	16,785	21,960	Rice	75,342	97,419
Foodstuffs	16,680	16,798	Tin and Tin Ores	37,528	30,814
Metal Manufactures	10,449	12,829	Rubber	22,669	25,123
Machinery	6,666	7,653	Teak	9,112	6,694
Rolling Stock	3,400	5,337	Fish, salted	1,831	2,273
Gunny Sacks	3,150	5,330	Hides and Skins	2,971	969
Yarns and Threads	3,508	4,632	Timber (excl. Teak)	1,165	832
Gasoline	3,648	3,782	Salt	817	789
Paper	3,302	3,505	Betel-nuts	781	625
Electrical Goods	3,014	3,053	Sticklac	419	599
Cotton Yarns	3,204	2,971	Poultry	611	442
Oil	2,618	2,695	Onions	278	365
Tobacco	3,236	2,483	Fruits	468	300
Medicines	2,294	2,188	Pepper	364	299
Chemical Products	1,374	1,723	Ducks' Eggs	515	270
Leaf Tobacco	2,294	1,715	Tobacco	301	257
Beverages	1,575	1,669	Cardamoms	257	154
Others	24,603	29,277	Others	14,071	36,476
Total	111,800	129,600	Total	169,500	204,400



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BANGKOK

& Other Cities



Strictly speaking, Bangkok is confined to the left bank of the River Menam, the section on the right known as Dhonburi being formed into a separate municipality. The two together, with the latest addition through absorption of Smudr Prakarn (Packnam) and Nondhaburi, have a population of about a million and a half. It has a distinction of being the largest and most picturesque city in southeastern Asia, and is easily accessible by sea, land and air.

Commercially, the city serves as Thailand's most important port. Menam Chao Phya is navigable for deep draught vessels after the bar is crossed but larger vessels must anchor at Koh Si-Chang, an island lying just outside the bar. At the city, vessels either lie alongside the wharves of their consignees, or anchor mid-stream where there is every facility for discharging and loading by means of lighters.

The foreign trade of the port during the year 1938 amounted to 242,666,613 bahts, consisting of 102,226,135 bahts in imports and 140,440,478 bahts in exports, each representing 91 per cent and 83 per cent of the respective total of all Thailand. The export of rice from Bangkok accounted for 94,626,510 bahts and teak for 6,868,901 bahts in the same year. The imports of general merchandise at the port amounted to 98,144,509 bahts, beer, wine and spirits to 1,272,000 bahts, and treasure to 1,954,000 bahts.

No other city in southeastern Asia compares with Bangkok in the gripping and growing interest which leaves a lasting impression on the mind of the visitors. The real grandeur of Bangkok lies in the wealth of imposing temples, beautiful palaces, other characteristic buildings and monuments, unchallengeable in their unique but remarkable architecture and brilliancy.

Partly enclosed by a wall, the city proper is located at the bend of the river. Here are to be found, close together, the Royal Palaces and Government offices, the chief places of worship, and a few big business houses. To the south lies Sampeng (China Town) and then Bangrak, where banks and large European commercial firms are located. In the northeast of the city are found Samsen and Dusit quarters containing palaces, princely residences and barracks.

バンコック 泰湾を北に、メナム河口を遡ること約四〇軒のコーシチャン島で船は積載貨物を陸揚して吃水を浅くし、更に遡航を続けると、聴て椰子樹林の間に隠見する諸寺院の金色の堂塔伽藍を指呼の間に眺めながら船はバンコック河岸埠頭に到着する。

バンコックは泰國の中部平原を貫流するメナム河に跨り、人口は約一〇〇萬(内華僑約四〇萬人)、泰國の首都にして又同國唯一の大都市で、經濟上泰國全土を其のヒンターランドとし外國貿易の約九〇%はバンコック港を通じて行はれてゐる。

バンコックと諸外國との交通連絡は戦前陸海、空とも頗る便利であつた。即ち新嘉坡(昭南市)との間には國際列車が通じ、海路は諸外國や定期船の寄港するもの多く、又國際航空路の交叉點としてバンコック郊外ドン・ムアン飛行場は各國飛行機の發着で賑ひ、宛も亞細亞交通路の中心たる觀を呈してゐた。

市街は舊市街即ち城内を中心として南はバーンコレム岬に、東北はサムセンに達し、河を越えて西岸一帯に及んでゐる。プラナコーン區は市の東方に位し、街衢廣闊にして政治及び商業上の中樞地となつてゐる。メナム河畔の壯麗な王城を中心に放射狀をなして大小の堀割と緑の街路樹に蔽はれた舗装道路が通じ、王城から南走するニュー・ロードは市内のメイン・ストリートである。主要道路には電車が走り、堀割には小舟の往來が殷賑を極めてゐる。

商業都市としてのバンコックは前述の如く泰國外國貿易の大半が同港を通じて行はれてゐることより見ても明かである。即ち一九三八年度同港の輸出入總額は 二四二、六六六、六一三パーツ にして、輸出は一四〇、四四〇、四七八パーツ (泰國輸出總額の八三%)、輸入は一〇二、二二六、一三五パーツ (泰國輸入總額の九一%) に上つてゐる特に泰國經濟の根幹をなす米及びチーク材の輸出は夫々九四、六二六、五一〇パーツ、六、八六八、九

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What Bangkok's main street lacks in interest, beyond the ebb and flow of its contrasting traffic, is more than compensated for by her beautiful wats or temples. In 1937-38, there were 17,651 Buddhist temples and 144,320 priests.

The Grand Palace in Bangkok and the innumerable edifices adjoining the main building, with its white-washed, castellated walls, its tall gate buildings, its cluster of many tiered, colored roofs, always present a most picturesque view. Within the boundaries of the Palace are the royal library, temples, theaters, the harem, and the residences of a vast retinue of servants and attendants. Along-side the extensive plaza of this place is the National Library and National Museum, where a wide range of historical relics, ancient statues, coinage, scriptures and other exhibits of great interest to the student of Oriental culture and civilization may be found. Other interesting temples include the Chapel Royal, the Temple of Royal Palace, Wat Benchamabopitr, Wat Arun, Wat Rajabopitr and Wat Soket.

In the Wang Nah, formerly the residence of the second King of Thailand, is the Royal

〇一パーツの多きに及んでゐる。而してバンコック市に於て経済上壓倒的勢力を有するのは華僑であるため市街も宛然支那街の觀を呈してゐる。

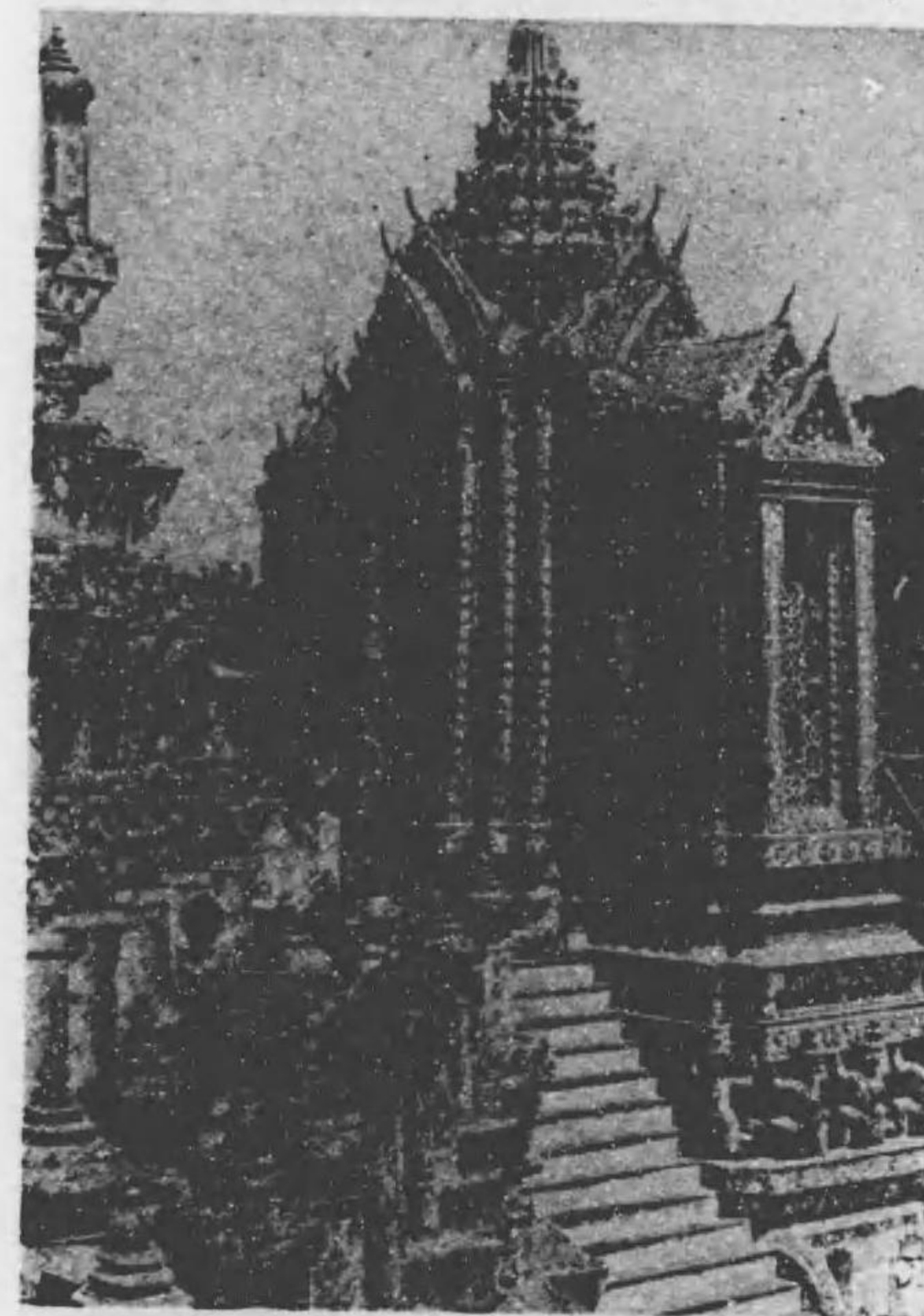
メナム河に臨む王宮は白壁の城壁を繞らし、其の周圍は泰國の政治及び文化の中心地として諸官衙を初め大建築物は多く此處に軒を並べ新興泰國の中樞部となつてゐる。此の附近一帯を城内と謂ひ、其の周圍には城壁壘壕が往時の名残りを今尚留めてゐる。

王城の北に廣い芝生があり、野球其の他の競技場となつてゐる。此處から延長一〇六軒の散歩道がタジット公園に通じ、西方に洋々たるメナムの流を控へてゐるので、馬車に、自動車に、徒歩に涼を納れる市民の行樂地となつてゐる。

メナム河兩岸の精米所や製材所或は河上の水上市場（フローティング・マーケット）等はバンコック名物として數へられるが、何と云つてもバンコック市内七〇〇に上る寺院と王宮がバンコックに於て見るべき最大のものであらう。

王城の主なるものは通常ワンダヤイと呼ばれ、メナム河の東岸に約一哩四方の城壁を繞らし、其の苑内には精巧華麗な建物が櫛比してゐる。城内には王城の守護寺でエメラルドの佛像を安置するワット・プラケオ寺院やドシツド・マハ・プラサツド（ドシツド・ホール）、アマリン・ウイニチャイ（アマリントラ・ホール）及びチャクリ宮殿等がある。何れも獨特の純泰式建築の雄大壯重な屋上裝飾を有してゐる。ドシツド・ホールとアマリントラ・ホールは現王朝の始祖ラーマ一世の初期にバンコック市の建設と共に造營されたもので歴代國王が戴冠式を擧げた處である。チャクリ宮殿は伊太利式ルネッサンスの大殿堂で外國使臣の引見所となつてゐる。

ワット・プラケオ寺院は國寶であるエメラルド佛像が奉安されてゐる。此の佛像は一四三六年北部國境附近のチェンライで發見され、薩來轉々各地に奉安されたが、一七七九年ラーマ一世が當寺に奉安したものである。此の佛像に對する泰國民の尊崇は極めて厚く、乾季、暑季及び雨季等季節の變りには衣替への壯嚴な儀式が行はれる。殿堂内部は泰建築の代表的裝飾法で硝子モザイクや陶片モザイクで飾られ、壁畫、屏の夜光貝、曲線の優美を誇る屋根と共に絢爛華麗は人目を眩惑する程



ワット・アルンの塔

Wat Arun, a conspicuous landmark in Bangkok, commands an unobstructed view of the city.



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Museum, which comprises two buildings, the one on the left of the approach containing the natural history collections and ethnological exhibits from Japan, China, Java, etc., and in the other building, on the right, the Thai ethnological collections. The Economic Museum, managed by the Ministry of Communications, is devoted entirely to the exhibits of economic products of Thailand.

Hotels: There are many fine hotels in Bangkok, situated in very quiet beautiful surroundings. Among the leading hotels are the Oriental Hotel, Hotel Thailand, Trocadero Hotel & Menam Hotel.

Ayudhya, lying 70 kilometers north of Bangkok, was the ancient capital of Thailand and is a thriving city of about 326,000 people. It is also a city of great historical interest, containing many imposing ruins and relics which once glorified the Thai nation. The city was founded in the 14th century and was destroyed by the Burmese in 1716, after having been the capital of Thailand for over four hundred years. It is easily accessible from Bangkok either by rail or river and the trip can be made within the day. The remains of Ayudhya are of peculiar interest in that they represent all that is left of what may be called the mediaeval period of Thai history.

Ban Mah, another important city full of historical relics, is the next place of interest lying to the north of Ayudhya where there are large barracks and an arsenal. Straight ahead on the horizon is the Prabaht mountain, at the foot of which is the famous Phya Buddhabaht Shrine. The chapel, discovered in the reign of King Songtham over 200 years ago, is a natural hollow in the shape of a vat, similar to the one on top of Adam's Peak in Ceylon.

Petchaburi, south of Bangkok, has many points of interest, some of which are the famous Tham Khao Luang caves, its temples, and palace crowned hills. The caves of Khao Luang have been known since time immemorial and a sight of which always leaves an indelible impression of their beauty and strangeness on the mind of the visitors.

Hua Hin is today one of the most popular seaside resorts in East Asia and is 229 kilometers from Bangkok. It serves as a rendezvous for the elites of Thailand, Malaya and other neighboring countries during the summer months. Here golf, tennis, fishing, boating, shooting and delightful walks may be enjoyed to one's heart's content.

である。

更に王宮の南に在るワット・ポー寺院を訪れると有名な釋迦の臥佛像がある。本寺院は舊都アユタヤからラーマ一世が三十年の日月を要して遷したものであり、其の臥佛像は恐らく世界一の大佛像であらう。

是等の寺院見物の外、サオワバ記念會館の蛇研究所、佛教國泰千年の變遷を示す博物館等も亦必ず一見すべきであり、メナム河に架せられてゐる唯一の橋、ラーマ一世記念橋は新興泰國の新しき技術を誇示してゐる。

アユチャ メナム河に沿つてバンコックから北に約六五軒、汽車で約二時間に到達する。一三四九——一七六七年に互る王都であつたが、ビルマ軍に依り善美を極めた殿堂伽藍は一朝にして灰燼に歸した。現今人口約三二六、〇〇〇、兵營、官衙、博物館、王城、古刹、青銅製巨佛、象狩場跡、水上市場等見物すべきものが多い。河岸には日本村が、又ヂャングル内には邦人家屋の跡が見受けられ、往時邦人活躍の殘影を留めてゐる。今はバンコック日本人會に依て山田長政神社が建立されてゐる。

泰國最古の寺院ワット・チェンはアユチャ王朝滅亡の當時僅かに兵變を免れたもので堂内には高さ五丈の大座佛が安置されてゐる。

象狩場跡はメナム河を舟行すること約十五分にして達する。同所は厚さ三六米、約一〇、〇〇〇米四方の煉瓦塼で圍まれ、チーク材の柱を放射状に河岸まで並べてある。飼ひ馴れた象を山野に放ち野象を此處に誘致したのである。

アユチャ北方のバン・マーは歴史的遺跡に富み
 廣大な兵營や兵器工場がある。

ベチャブリー は南部半島部の咽喉を扼する要衝に當り商業も殷賑である。カオ・ワン山頂にはチャクリー王朝第四世モンクツト王建設の古びた離宮が聳え、西方數里の彼方には泰灣の風光が展望せられる。又石灰石の奇峰が連立する多數の鐘乳洞は附近一帯の數多の佛像と共に有名である。

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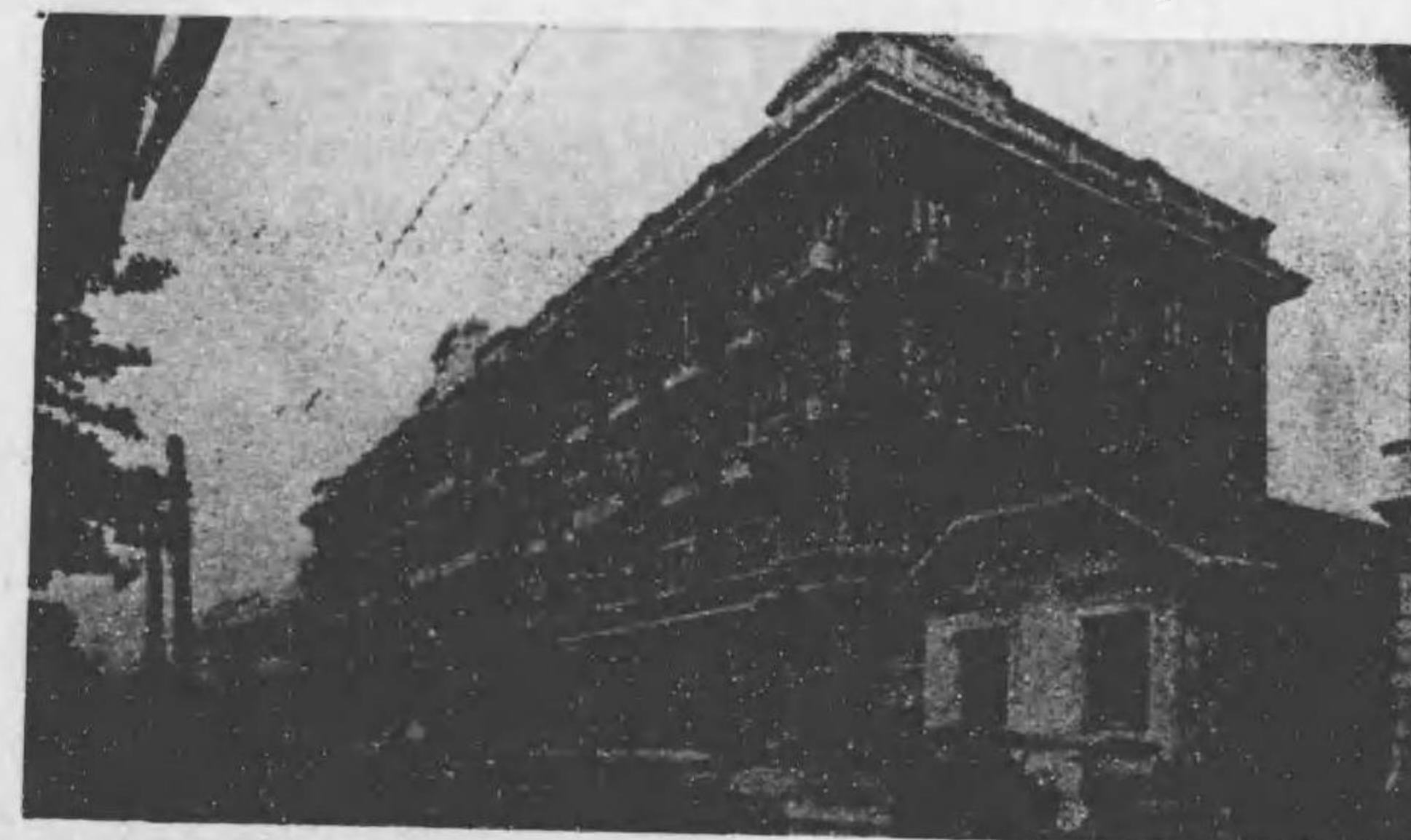
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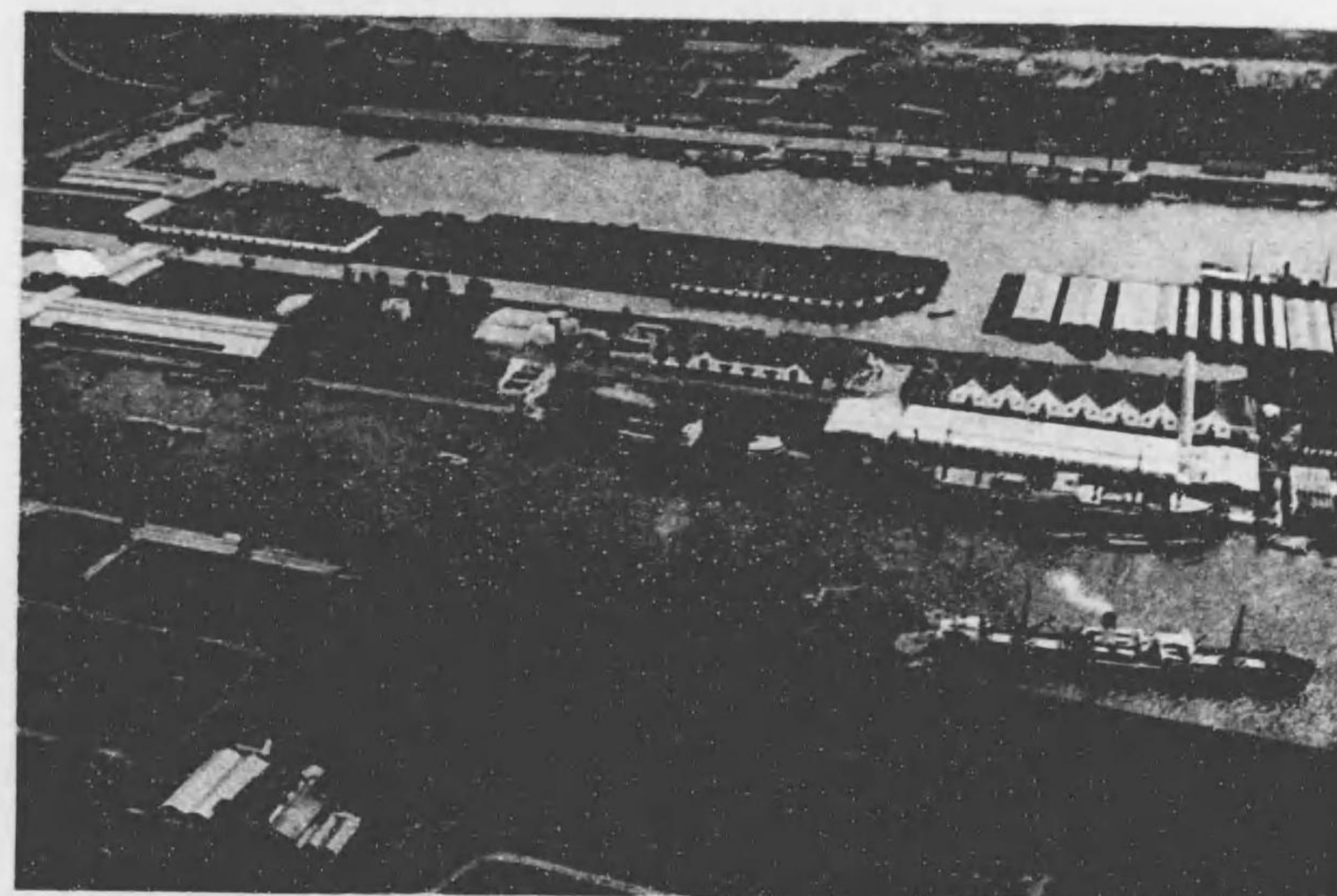
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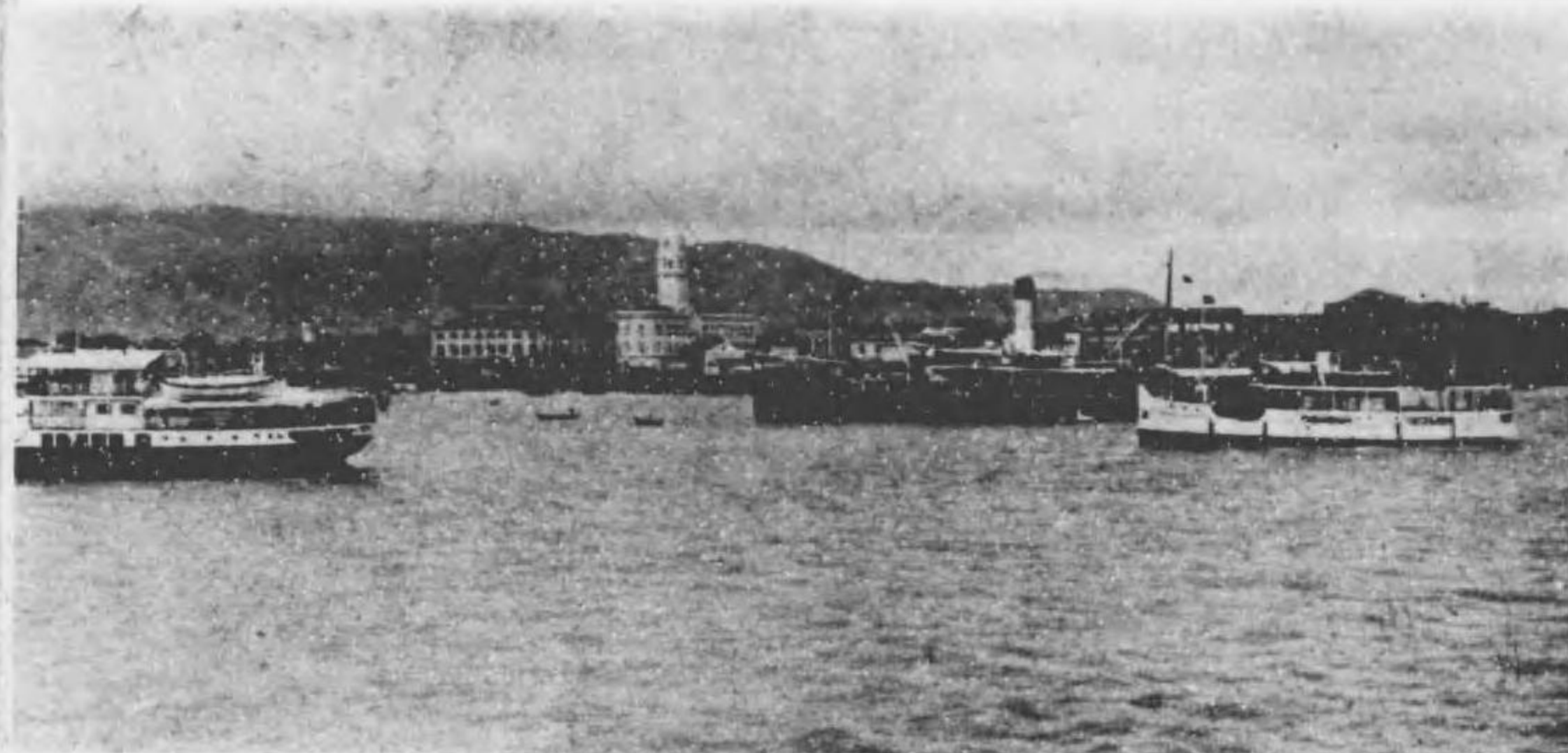
昭 南 港

The Collyer Quay, wherein are located many office buildings, banking establishments, post office, etc., has long been the business center of Shonan, known formerly as Singapore.



バタビヤ外港タンジョン・プリオク

An airplane view of Tandjong Priok—the Port of Batavia. The harbor, equipped with all modern facilities, is capable of accommodating vessels of the largest tonnage.

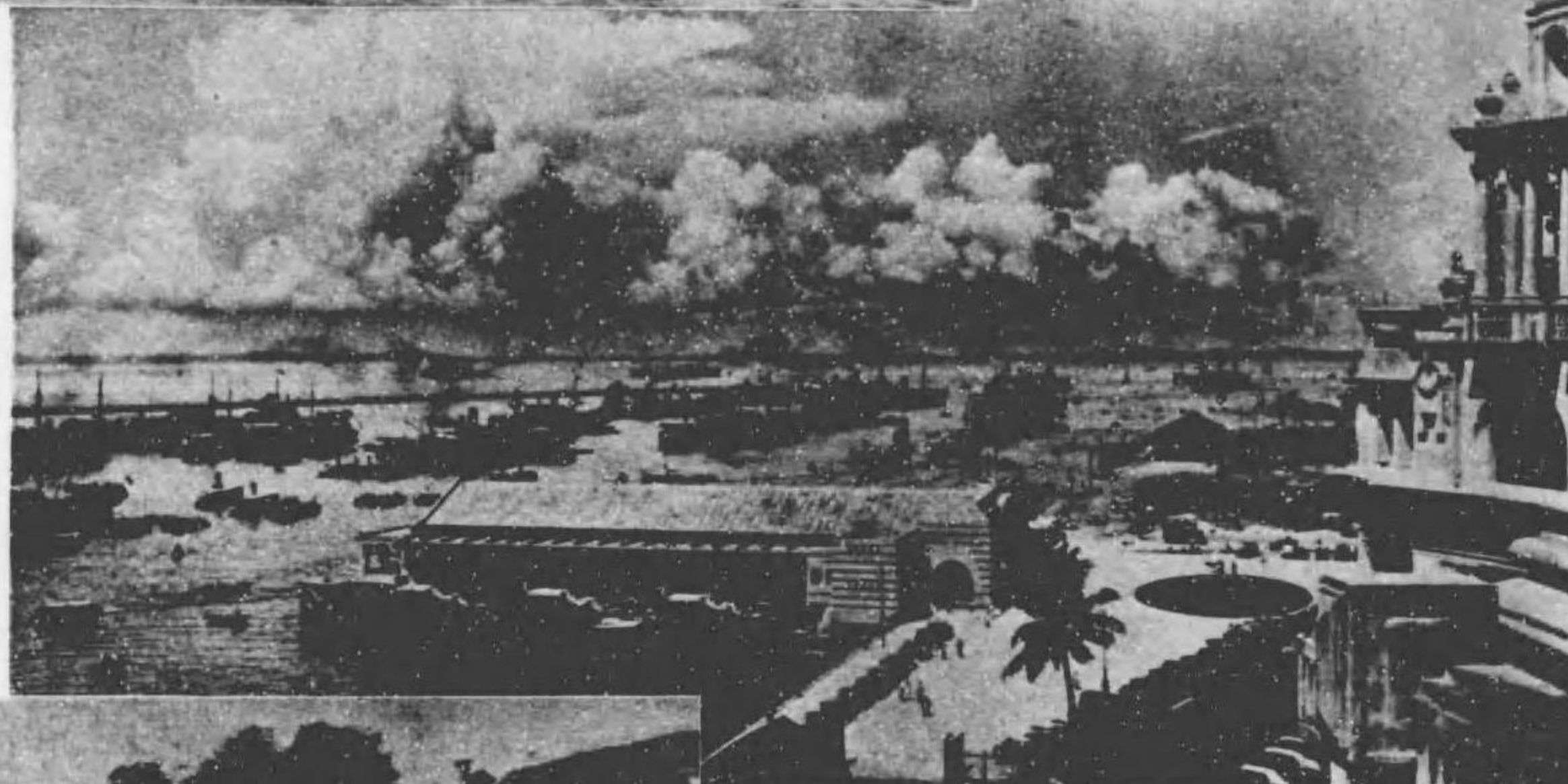


ペナン港

The waterfront of Penang and the Penang Hills in the back-ground.

昭南港の埠頭

A view of the Clifford Pier, port of Shonan, and an area within the break-water.



(左) ジャワ婦人の洗濯

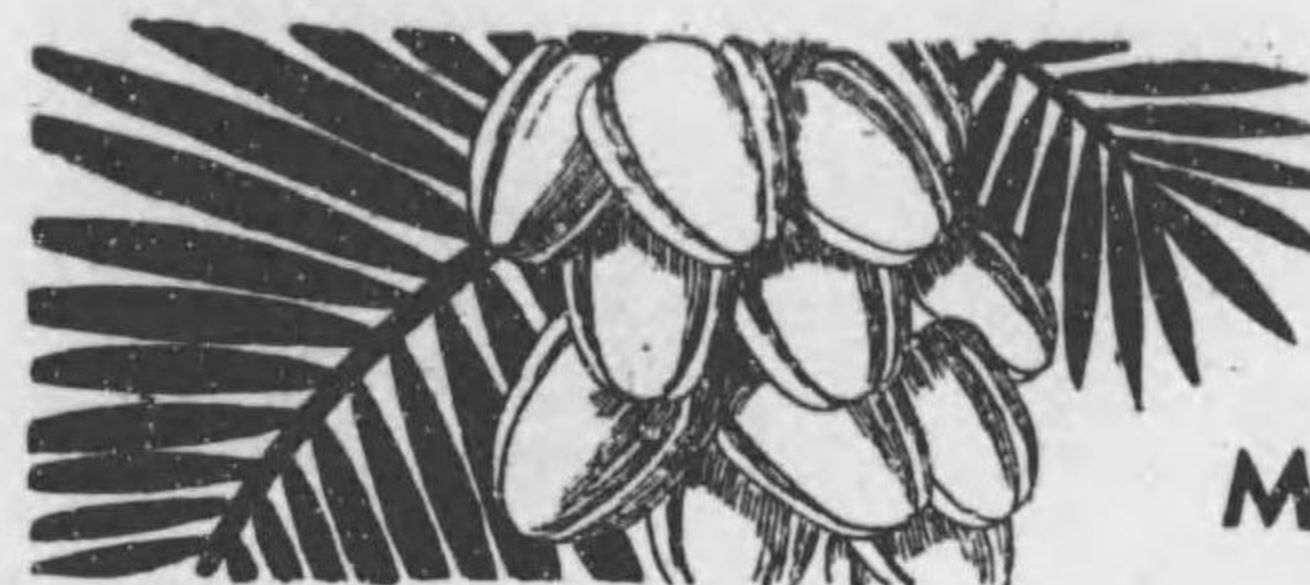
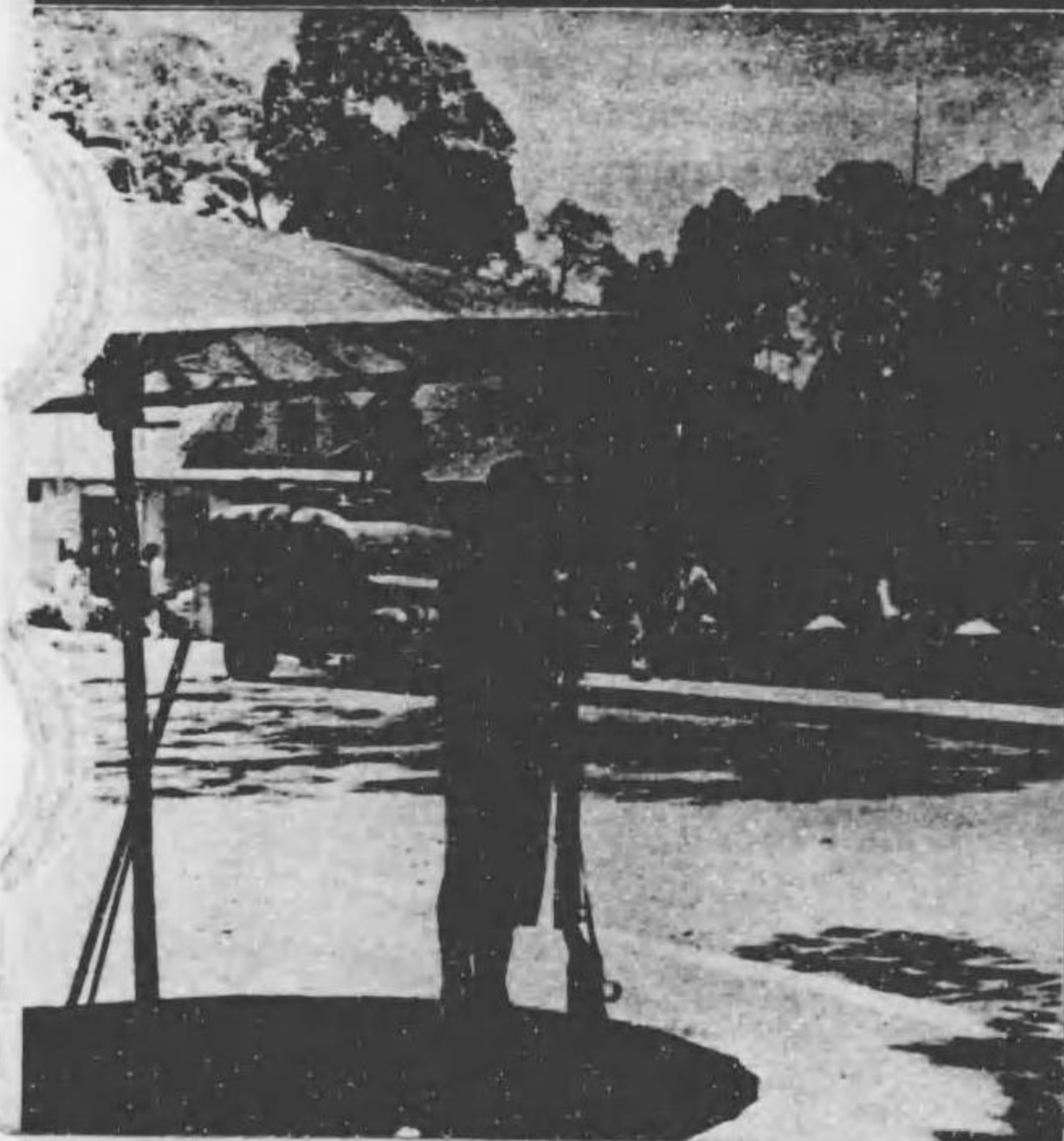
A scene along the canals in Java, the favorite "washing ground" of the native women.

(左下) スマトラ炎熱下の皇軍歩哨

A Japanese sentry at Fort Duke in central Sumatra.

(右下) スラバヤ市街

The railway viaduct and Passar Besar, Sourabaya.



MALAYA



Situation & Area: Malaya, which extends from a point about 6° 5' North Latitude in the southern part of Malay Peninsula to the islands east of Borneo and those in the Indian Ocean, has an area of approximately 142,700 square kilometers. For the sake of administrative convenience, it is separated into Straits Settlements, Federated and Non-Federated States of Malay.

Population: The population, consisting in greater majority of the Chinese, Malaysians and Indians, was roughly 4,900,000.

Climate: The climate of the Peninsula may be divided into moist and dry seasons caused respectively by the Northeasterlies and South-westerlies, but there is no definite distinction between the two, the rainfall being balanced throughout the year. Unlike other tropic countries, however, the temperature seldom climbs over 100° F. in shade during the city. At night, it is usually under 80° F.

Administration: Since the occupation by the Japanese Forces early in 1942, military administration has been in force with Japanese Governors appointed to administer the affairs of various different States.

Revenue & Expenditure: During 1939, the public revenue and expenditure was estimated at £4,616,705 and £5,063,333 respectively.

Education: For the past century, since Sir Stamford Raffles established an institution bearing his name in former Singapore, education in English, Malayan, Tamil and Chinese languages was being taught in the Peninsula. The King Edward VII Medical College, Raffles College and a college for Malaysians constituted the higher educational institutions.

Communications: Malaya is provided with an excellent road system, the total length of metalled roads being 1,647 kilometers. Shonanto (former Singapore), Malacca and Province Wellesley have railway communications with the Federated Malay States, the Non-Federated Malay States of Johore, Kedah, Perlis, Kelantan and with Bangkok. A gigantic plan is now under way to inaugurate a direct railway service from Tokyo, across the Chinese continent, through Thailand and down Malay Peninsula as far as Shonanto.

Principal Towns: Shonanto, Penang, Malacca and Kuala Lumpur are described in the following pages.

位置及面積 茲に謂ふ馬來とは馬來半島の南半部面積一四二、七〇〇平方浬の地域、即ち北緯六度五五分から一度一六分に終る部分と、ボルネオ東岸の一島嶼及び印度洋にある一島嶼、一諸島を含む熱帯圏を謂ふのである。

人口 馬來半島の人口總數（一九三七年調査）は四、九三五、〇〇〇人、其の内最も人口の多い海峽植民地は一、二四八、一一八人であつて内譯マレー人二九五、七七六、支那人七七一、六九三、印度人一四二、一三九、ヨーロッパ人一四、四五一となつて居り、支那人が全人口の六〇%を占めて居る。

氣候 馬來半島の氣候は北東季節風（十一月より三月迄）、南西季節風（五月より九月迄）の二期に分けられる。概して北東季節風は濕氣を齎し、南西季節風に依り乾燥してゐるが、南洋他地方の如く、乾季、雨季が判然と區別せられず、雨量が一年中平均してゐる事は此の地方の特色である。馬來半島は又他の熱帯地方に於けるが如き高温度を見ざる點でも恵まれて居り、陰影下にて攝氏四〇度以上に上る事は稀であつて夜分は大抵攝氏二七度以下である。

政治 英國がこゝに勢力を扶植したのは一八一九年、ジョホール國のサルタンと條約を結んでシンガポールの地を得たに始り、爾來シンガポールを極東發展の根據地としてその經營に苦心し英領マレーを建設したのである。英國統治時代の行政組織を略記すれば次の通りである。即ち行政上、海峽植民地、マレー聯邦、マレー非聯邦の三政治區劃に分けられ、海峽植民地總督の支配下に置かれた。海峽植民地は本國政府の直轄植民地で、シンガポール、マラツカ、ピナン、ラブアン島の四植民地がこれに屬し、マレー聯邦はベラク、セラングール、ネグリ・セムビラン、パハンの四土侯國が英國總督の下に聯邦を組織して一政治區劃をなし、他の五土侯國即ちジョホール、ケダー、ペルリス、ケラント、トレンガヌーがマレー非聯

邦と呼ばれた。この非聯邦各國は條約に依て英國の保護を受けてゐたのである。

皇軍占領後のマレーは改稱された昭南市（シンガポール）に軍政部を設置し、任命された各州知事の下に帝國新領土としての軍政が布かれ目下着々復興しつつある。昭南港のみは特別市區政として市長が置かれてゐる。

歳出・歳入 一九三九年度に於ける歳出は英貨四、六一六、七〇五磅であり歳入は英貨五、〇六三、三三三磅であつた。

教育 馬來半島に於ける教育の歴史は一八二三年スタンフォード・ラッフルスが、新嘉坡にラッフルス・インスティテューションを設けた時を以て始る。爾來百年間英國は英語、馬來語、タミール語及支那語使用教育の四種に分つてきた。高等教育機關としては新嘉坡にキング・エドワード七世醫科大學、ラッフルス・カレッジ及コーラ・カ

Production, Industry and Trade

AGRICULTURE: The most important agricultural products, by far, are rubber; coco-palm; oil-palm; rice; pineapple; tapioca; tea; coffee; tobacco; banana; etc. in order of importance. As special products, there are plants from which oil, fibre and medicine are extracted.

Rubber: The total area of rubber plantation is about 12,824 square kilometers which is approximately 65 per cent of the aggregate area allocated for agricultural purposes. Malaya is the greatest rubber producing district in the world, and during 1932, the production registered its highest peak when 57.2 per cent of the world rubber output was occupied by Malaya.

Coco-Palm: The coco-palm, from which copra is extracted, is cultivated in a comprehensive area totaling some 2,400 square kilometers, principally along the river banks and coastal regions. This product gained importance since around 1870 when its export was started, and until the outbreak of the War of Greater East Asia, its export amounted to an average of \$20 million annually.

Rice: It is a staple food for 99 per cent of the peninsular inhabitants, but is produced nevertheless in a small-scale method of cultivation by the natives. Consequently, a fair quantity is imported from Thailand, Burma and French Indo-China each year to meet the demand.

ンサーに馬來人カレッジの三校があつた。

交通 英國政府が馬來半島開發に當つて最も努力したのは交通網の整備であつた。即ち鐵道は延長一、六四七浬、現在西岸線と中央線の二條の縱貫鐵道をその主要幹線とし、いづれも半島の大動脈たる使命を有してゐる。道路も亦延長一二、〇〇〇浬、産業地帯に於ける毛細管たると共に横斷鐵道のない現在にあつては半島東西兩岸の連絡にも主要な役割を演じつつあつた。現在では將來の要求に應ずる目的を以て、東京-昭南島間の鐵道建設計畫が進行中である。

海運は四面海に接し、地域的にも沿岸或は洋上に分散してゐる結果非常に發達してゐた。一九三七年に於ける馬來半島の各港に出入せる船舶の總噸数は三三、五六一、七八八噸に上り、其の内の三三%が英國船、二四%が和蘭船、一六%が日本船、残りの二七%が他國船舶となつてゐる。

産業 馬來半島の三大物産はゴム、錫及びコブラである。中でもゴムは半島隨一の物産として其の産額は世界第一位にあり、馬來經濟のバロメーターとなつて居る。錫も亦其の産額に於て世界に冠絶し、共に相並んで馬來産業の双璧をなして居る。

農業 重要農産物はゴムと古々椰子の外に米、油椰子、パインアップルがあり、之に次ぐものはタピオカ、珈琲、茶、ガムビル、煙草、バナナ其他の果物等である。**ゴム** 一八七七年英國キュー植物園からブラジル苗木が移植されてより、氣候の良適に恵まれ、ゴム栽培事業は堅實且急速なる發達を遂げ、一九三九年の生産量は三六〇、八九八噸（同年度の世界總生産額八八九、二〇〇噸の約四割）に上り同年度の輸出額は五五三、三二四噸に達した。半島を南北に走る中央山脈の西に起伏する海拔一、二〇〇呎の丘陵地帯及び此の丘陵地帯から海岸に達する平野一帯に馬來半島の殆んど凡ての栽培ゴムが植付けられてゐる。**米** 米は半島住民の大部分の常食物で、米作は主として馬來人が従事してゐるが生産方法は小規模で年産額約四〇〇、〇〇〇噸に及ぶが、消費量の八分の五に過ぎない。其不足分はビルマ、泰國より輸入して

Oil-Palm: The oil-palm, planted chiefly in the Federated States of Malay and in Johore State, is slowly becoming one of the vital agricultural products of the country. Centering around Johore State, pineapple is cultivated in Selangore, Shonanto and other places, and the total area allocated for its cultivation is about 240 square kilometers. Its production for canning purposes is second in the world, surpassed only by the Hawaiian Islands.

MINING: Apart from tin, which also leads other countries in production, iron, gold, manganese, rock phosphate, wolframite, bauxite, Cornish stone, etc. are produced.

The exploitation of tin mine in Malaya was originally undertaken by the Chinese and until 1929, they practically monopolized this industry, but the advance of the Europeans was particularly noticeable after the first World War, gradually ousting the Chinese influence from this field.

Next in importance is the iron ore found in Johore and Trengganu States, the deposit of which is fairly rich. A greater portion of the iron ore was being exported in the original form, and the industry is operated chiefly by Japanese interests such as the Ishihara Sangyo, Iizuka Iron Ore, etc.

The largest coal mine is located in the State of Selangore and the aggregate deposit is estimated at approximately 10,000,000 tons. The annual production is roughly 500,000 tons. Though there are many gold mines in Malaya, the four largest producing districts are Perak, Pahang, Kelantan and Selangore.

FISHERY: The surrounding waters being rather shallow, there is no favourable fishing ground with the result that only a handful of Chinese and Malaysians are operating in the coastal area. However, the Japanese fishermen are engaged in deep-sea fishing off Malay, East Indian waters and in the vicinity of French Indo-China from their base in Shonanto.

TRADE: The total amount of export, during 1940, was \$1,128,169,000, and the import, \$830,255,000, or a total foreign trade of \$1,958,424,000 which, incidentally, was an all-time record for Malaya. The greater part of this amount was directed for the United States, the figure being \$591,500,000, or nearly half of the total export.

Rubber, tin, copra, palm, canned pineapple and confectionery comprised the principal articles of export while most of the imports consisted of rice, gasoline, machinery, cotton goods, tobacco, fuel oil, sugar and fish.

ゐる。**パインアップル** 主としてジョホール州で栽培され、其の罐詰工業は半島隨一の工業であり生産額は布生に次いで世界第二位を占め植付面積は一、二〇〇平方浬以上に上つてゐる。**古々椰子** 其の栽培面積は二、四〇〇平方浬に達し、古々椰子油は經濟的にも重要な植物性油であつて新嘉坡と彼南で製造されてゐる。

鑛業 馬來半島の地下資源は相當豊富であると云はれてゐるが、未だ十分ならず、今後の開發に俟つところ大である。錫 錫の生産額は世界第一であり、一九三七年一月の國際錫限産協定に依る加盟國割當標準量總額一九九、八五〇噸中七一、九四〇噸を占め、一九三九年の生産額は五四、一〇〇噸に上り世界總生産額一八三、七〇〇噸の三〇%に當つてゐる。**鐵鑛** 馬來の鐵鑛は含有性の高い良質の赤鐵鑛であり、トレンガヌ、ジョホール兩州に於て採掘され、その年産額は二〇〇萬噸内外と云はれてゐる。

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**SHONAN and
Other Cities and Ports**



SHONAN was formerly known as Singapore, the capital of the Straits Settlements. The city was re-christened following that epochal February 15, 1942, when the British troops defending the island proposed an unconditional surrender to the besieging Japanese Forces. The city had a population of about 651,000, three-quarters of which being the Chinese nationals, and an area of approximately 550 square kilometers. The climate is warm and moist with an equable temperature throughout the year.

The approach to the Shonan port is one of the most beautiful in the world. The three most fascinating sights on the whole island are the view across the Straits of Johore toward the Causeway; the Gap over the Pasir Panjang Hills and the East Coast Road at Bedoh where it skirts the beach and the headland, leading to a typical Malayan village through an avenue lined with palm trees and tropical verdure.

Shonan, with Malaya as its hinterland, not only has come to the forefront as a transshipment center, but has also developed into the exporting center of rubber and tin, and despite the fluctuations in value of these world-wide important resources, the city formed the hub around which commerce among East Asia, India and Europe revolved until the outbreak of the War of Greater East Asia.

In the wake of the turmoils of war, however, peace and order has been restored completely and the port city now lies calm and peaceful as if it had never known that fierce and mortal combat staged before it was placed under Japanese control. Since the appointment of Shigeo Odate as the Mayor of Shonan, efforts

昭南（新嘉坡） 昭南市は東西交通の要衝に當り昔日英國の東洋侵略の牙城で海峽植民地總督が駐在し、英領全馬來の政治、經濟及び軍事上の中心であつた。

一八一九年スタンフォード、ラッフルスがジョホール王と條約を結んで半島經略の基地を南進せしめた當時は、僅かに漁民一五一人の一寒村に過ぎなかつたが、現在では人口六十五萬余人に達し南洋第一の近代的都會となつた。

新嘉坡當時は極東に於けるジブラルタルと云はれた如く、東亞の風雲急を告ぐるや英國は銳意新嘉坡全島の要塞化に力を注ぎ、難攻不落と誇つて居たが、皇軍の精銳一度總攻撃を開始するや僅か一週間にして落城する所となつた。萬金を投じたセレター軍港の施設や數ヶ所の空軍根據地、チャンギー兵營、フォート・カニング要塞等今は皮肉にも皇軍の武器となり昭南市として東亞の護りとなつてゐる。

市の中心地域は埠頭よりほど近きグダンで各國の銀行、各種商社、大小の貿易業者が此處に集中しビジネス・センターを形成してゐる。官廳街はこのグダンから新嘉坡河を隔てた高台に在り海峽植民地政廳、高等法院、市役所等があつた。

ラッフルス博物館はスタンフォード路の左側に圖書館と並立して居り、熱帶産の鳥類、毒蛇、鰐等が陳列されて居る。植物園はジャワのバイテンゾルグに比すべくもないが、鬱然たる巨木が繁茂し、妍を競ふ熱帶特有の濃艶な花が四時不斷に咲き誇つてゐる。今や兩者とも帝國の自然科學研究所として新生しつつある。

昭南港は印度より支那への咽喉を扼し、更に濠洲と印度洋を連結する地點であり、世界に於ける最も重要な開港場の一として急速なる發展を遂げたのである。一九三七年度に於て同港に出入せる船舶は一三、五二二隻、三九、七九一、〇〇〇噸に上つて居り、百餘年前のラッフルスの慧眼を裏書してゐる。而して一九三八年度の馬來貿易輸出額は六五、二六四、〇〇〇弗、輸入額は六七、八四八、〇〇〇弗にして、其の約七割は昭南港で取引されてゐる。主なる輸出品はゴム、錫、コブラ、椰子油、パインアップル罐詰等である。

昭南島の道路は全く完備して居り、其のドライ

were being exerted in converting the city into a spinal structure of Japan's southern orbit. In the not distant future, Shonan is expected to make a debut as the center for the interchange of materials among countries in the South and with Japan for the establishment of a common prosperity sphere in Greater East Asia.

PENANG, situated at about 3 kilometers west of the coast of Malay Peninsula, is sometimes called the Prince of Wales Island. Its area is approximately 280 square kilometers and the principal city is Georgetown which is commonly known as Penang.

Britain annexed this island from the Kedah monarchy when the country undertook its sinister policy of invading East Asia in 1786, but it became an independent city in 1805 together with Madras and Bombay. Not so long after the outbreak of the current war, the island was captured by the Japanese Forces.

Commanding a fine view of the Penang Hill in the west, the city of Penang has an exquisite scenery, and the rows of trees forming boulevards throughout the city, when looked down from the hill, present a panoramic view. The island is the commercial center of the northern Malay.

KUALA LUMPUR, situated at the central part of Malay Peninsula, is the second largest city in Malaya surpassed only by Shonan. Its population is about 200,000 and the city is the capital of Selangore State.

It is known for its beautiful botanical garden, hot spring, bathing beach, golf link, race track and varieties of other recreational resorts. The Agricultural Laboratory, which had contributed greatly toward the development of the Peninsula, is also situated here. In the suburbs is located a large tin mine while Kran, former capital of Selangore, stands about 32 kilometers south of Kuala Lumpur. At the mouth of the Kran River is an important trade port.

MALACCA has a population of about 140,000. A good landmark visible from train during a trip is the double tower of the French Mission Church and the hill where the ruins of St. Paul's Church and the Flagpost stand.

* なく唯僅かにゴム、コブラ、藤の集散地たるに過ぎない状態である。現在人口一四〇、〇〇〇人であるが華僑が大多数を占め、市内の商業は殆んど其の手にありヘレン街には華僑の富豪が多く住んでゐる。

市街は街路狭く人力車が主要な交通機関となつてゐる。

ブ周遊は同島に立ち寄る旅人を楽しませる随一のものであつたが、今や皇軍激戦の地として又新たな感慨を起させることであらう。

ジョホール、バル市は昭南市より約一七軒、ジョホール王國の首府にして昭南島と馬來半島を結ぶ鐵道陸橋の北側に位置し人口二三、〇〇〇の小都會である。王宮の下に海に臨む並木道路附近の風光は絶佳である。

彼南は新嘉坡より海路六八六軒、二八四平方軒の小島でマラツカ海峡を扼し、東は二軒の水道を隔て、半島のウェルスレー州と相對してゐる。市街は普通彼南と稱されてゐるが正式の呼稱はジョージ・タウンである。

彼南市は人口一六〇、〇〇〇人、馬來第二の都會にして北部馬來に於ける商業上の中心地である。港は昭南港に次ぐ良港で、世界諸國船舶の寄港するもの多く、錫、ゴム、コブラ等の伸縮港として盛況を極めてゐる。

彼南は島の中央に二、七〇〇尺のピナンヒルを有し、ケーブルカーあり、頂上クラブホテルからの眺めは眞に雄大で砂白く椰子茂る郊外海濱の風光は頗る明媚である。植物園とそれに續く工費八千萬弗の水源地、極樂寺や蛇寺等の名所がある。

クアラルンプールは馬來半島の殆んど中央に位し、聯邦並にセランゴール州の首府である。人口一四、〇〇〇、クラン河口を溯ること四〇軒昭南港より汽車で九時間の行程にある。市街はクラン河に跨り多數の壯麗なる建築物のある事に依り有名である。クアラルンプール驛よりダマンサラ路を自動車で行くこと數分にして、セランゴール博物館に達する。市より六軒半ゲーブ街道には戦前有力であつた米國のユーコンゴールド會社の錫鑛があり、半島一の大ドレッツが据付けられ、六〇尺地下の錫を盛んに採取してゐた。附近にバトケープの洞窟あり、セランゴール州王の居る舊都クランは西方三二軒で、直ぐ近くにあるスウェテナム港はクアラルンプールの咽喉として榮えて居る。

マラツカは昭南港から鐵路二五〇軒、海路一八〇軒、戦前海峽汽船會社の定期船便に依り連絡されてゐた。港は港内水淺く大船の碇泊に適しない爲、昭南港或は彼南に其の繁榮を奪はれ、往時マラツカ海峡の貿易を獨占してゐた面影は現在 *



Situation & Area: East Indies, situated along the Equator from about 6° North to 10° South Latitude, comprise the Islands of Java, Madura, Sumatra, the Riau-Lingga Archipelago, the Islands of Banka and Billiton, part of the Borneo, Celebes, the Molucca Islands, New Guinea, Timor Island, and the Islands of Bali and Lombok. The total area is about 19,055,400 square kilometers.

Climate: Dotting the tropical zone on both sides of the Equator, East Indies enjoys a warm climate throughout the year, the temperature averaging between 23 and 27 degrees C.

Population: East Indies has a total population of 60,727,000, of which about 70 per cent inhabits the Island of Java and Madura. Of the entire population, more than 98 per cent is native, the tribesmen indigenous to the archipelago being divided into numerous different tribes.

Administration: Following the unconditional surrender of the combined Allied forces in the Netherlands East Indies on March 9, 1942, the administration was taken over by the Japanese Forces. On August 5, the Japanese Commander in Java effected a revision in the administrative system in order to centralize power as well as to simplify administration. In parallel with the new steps thus taken, Japanese Governors were subsequently appointed to take charge of various affairs in different districts.

Revenue & Expenditure: During 1936 expenditures exceeded revenue by 66,263,000 guilders, an increase from the 52,385,000 deficit in 1938 but far less than the 133,997,000 shortage originally estimated.

Religion: The majority of the natives is Mohammedans, but there are also some millions of converted Christians and Animists, and a small number of Buddhists. Freedom in religion is granted to all denominations.

Education: Efforts are being made to propagate Japanese among the native inhabitants who are very enthusiastic in mastering the new language.

Communications: The total length of railway in the East Indies is 7,360 kilometers. There are over 64,000 kilometers of highway, 12 per cent of which is asphalted roads, 60 per cent hardened roads and the remaining 23 per cent unpaved roads.

位置及面積 東印度諸島は東經九五度から一三五度、北緯一〇度に亘る赤道直下の海上に散在する多數島嶼の總稱である。即ちマレー半島の西南より斜に細長くオーストラリアの北東へと赤道の南北にかけて點在する大スダ列島、小スダ列島、ボルネオ島、セレベス島、モルツカ群島等であつて、いづれの島嶼も山地、丘陵に富み平野に乏しい。此の内ボルネオの北の一部が舊英領に、ティモール島の東半がポルトガルに屬するのを除いて、他は凡て舊和蘭領であり、之等舊和蘭領東印度諸島の總面積は一、八九八、一九二平方軒である。

氣候 全地域赤道に沿つて東西に長く横たわる爲氣候は熱帶特有の高溫多濕であり、何處に於ても溫度の差は非常に少く一年を通じて攝氏二三度より二七度の間に在るが、海岸地方は海風に依り和らげられ、山地に於ては高度に依る涼氣の爲、此の地域の生活は氣候的には凌ぎ易く印度の如く酷暑に苦しむ事は稀である。

人口 大東亞戦直前に於ける人口は六〇、七二七、二三三人であり、その九八%は原住民に依つて占められ歐洲人は總計二四一、三二五人に過ぎず、其の中和蘭人は二〇萬に満たなかつた。人口密度は平均一平方軒に二三人弱であるが、ジャワ島の人口密度は世界最大で一平方軒三一五人強に達してゐた。

政治 舊和蘭領印度の統治は和蘭本國政府の任命する總督及諮問機關たる參議會とに依り遂行せられてをり、その間聊かも民意民福に拘泥する處はなかつた。

然るに皇軍一度占領なるやその政策は皆原住民に政治の基礎を置き、軍政監部の設立は直ちに諸政策が實行に移され權威者を撰び司政官、州長官特別市長を任命し、又完備せる食糧管理、資源開發、物資處理計畫等總べての方面に於ての善政は原住民を安んぜしめる事大いなるものがあり、彼等の眞劍な協力は目覺しきその復興振りを待ても容易に解する事が出来る。

宗教 原住民は嘗ては印度の影響を受けて佛教や婆羅門教を多く信じその勢力も一時は全島を風靡する程であつたが、後回教の傳來はそれ等に數倍する勢ひを以て普及し現在に於ても原住民の信仰は極めて篤く、和蘭政府のキリスト教の傳導に對する努力も全く效果なく約三百萬人の改宗者を得たに過ぎぬ有様である。その結果宗教には完全なる自由の制度が施行されたのである。

教育 和蘭統治時代には原住民に對する高等教育は餘り設けられてゐず、歐洲人及歐洲人と同等の教育を受ける事を希望する原住民には七年程度の小學校、五年程度の中學校があり大學教育は殆んど原住民には開かれてゐなかつた。一般に對しては三、四年程度の小學校があるのみで其の他に

は各種の實業學校、職業學校、回教主義の小學校が設けられてゐた。

交通 道路 一九三七年末に於ける舊蘭領東印度諸島に於て總長約六七、〇〇〇杆内舗裝五二、三〇〇杆、其の他は全く不完全なものである。

鐵道 一九三七年末に於ける總數七、四〇〇杆其内ジャワ島五、三九〇杆、スマトラ島一、九七〇杆となつてゐる。

海運 は一九三七年度舊蘭領東印度諸島の各港に入港せる船舶は汽船一一、一二一隻、一一、八九九、六三八噸、帆船三、〇九八隻、一六四、七五五噸に達してゐる。

航空 ジャワ、スマトラ、比律賓、濠洲、和蘭本國其他各地との定期航空路が開かれてゐた。

Principal Production & Industry

AGRICULTURE: East Indies has an enormous natural productive wealth. Java and Madura alone produce a large quantity of coffee, tea, indigo, spices, cinchona, tobacco, copra, tin and petroleum.

Rice: Rice constitutes the staple food of the natives, but the harvest is far short of the amount required for home consumption. The yield of rice in 1937 totaled 63,000,000 quintals, while imported rice during the same year, mostly coming from Thailand, Saigon and Rangoon, amounted to 250,000 metric tons.

Rubber: East Indies is the second largest rubber producer in the world surpassed only by Malaya. The leading producing centers in the Islands are Banjarmasin and Pontianak in Borneo; and Palembang and Jambi in Sumatra.

Tea: Preceded by Ceylon and India, East Indies ranks third among the tea producers of the world. The Island of Java produces nearly 85 per cent of the total output of the country.

Tobacco: Tobacco was formerly grown in the whole of Java, but its cultivation is now principally confined to the eastern and southern parts of the Island.

Sugar: The development of sugar industry has been remarkable in the recent years, involving large investments and the use of modern machines, which, coupled with the efforts and activities of the sugar associations, has brought the industry to its present state of efficiency.

Tapioca: Tapioca, either in the form of grain or flour, is now extensively cultivated in Java.

産業 舊蘭領東印度諸島は天然資源極めて豊富なるも、未だ殆んど開發が行はれて居らず、僅かにジャワ及スマトラの二島に於て數種の産業開發を見ることが出来る。即ち最近に至り漸く工業、鑛業、漁業等の發展をみたが依然として産業の根幹をなすものは農業である。

農業 ヨーロッパ人經營の農園と土人耕作との二分野に分れて發達し、主要農産物は珈琲、茶、印度藍、香料、規那、煙草、コブラ、砂糖、米等である。米 住民の大多數は米を常食物とする爲全島到る處に廣く收穫されるが、主産地はジャワの中西部、バリ、ロンボク、セレベス南部等である。ジャワに於ける産米高は年々三五〇萬噸に上るが、米の自給自足には尙年十萬噸餘りの増収を必要とする。ゴム 馬來半島に次ぐ世界第二のゴムの生産地にして世界總産額の四〇%を占めてゐる。主要ゴム栽培地はジャワの西部及び東部の山地、スマトラ島のアチエ州、東海岸より中央山脈に至る東斜面及平地、タバヌリ及び西海岸の山地、ボルネオ島のボンチアナ及バンヂエルマシを中心とする地域である。就中、スマトラは最も多く、東印度諸島ゴム産出額の四二%を生産してゐる。一九四〇年に於けるゴムの輸出高は農園ゴム二七五、七四〇噸、土人ゴム二六九、五六〇噸である。茶 舊蘭領東印度諸島の茶の生産高は錫

Kapok: East Indies provides the major portion of the commercial supply of this fiber. Due to its resiliency, kapok is extensively used in upholstering and as filling material for life preservers, cushions, pillows, and similar articles, a more recent development being the increasing utilization of kapok as an insulating material in refrigerating equipment.

FORESTRY: Since the country is situated near the Equator, trees grow rapidly throughout Java and other parts of East Indies. Approximately 1,897,000 acres are allocated for the cultivation of teak wood while some 4,100,000 acres are reserved for the growth of other trees.

MINERALS: The mining industry showed an increased activity during 1940. Mineral products of the territory include tin, petroleum, coal, gold, silver, copper, sulphur, manganese, rock phosphate, iodine, etc. Among these products, tin has won for East Indies third place and petroleum sixth place in world production.

INDUSTRY: In realizing an industrial development, primary consideration was given to the development of basic industries, notably steel, copper, aluminium, and chemical products, including the manufacture of fertilizers and explosives. Local production of textiles also received considerable impetus during 1940.

FOREIGN TRADE: The war in Europe had an adverse effect in the country's export of agricultural crops, but a tremendous increase nevertheless was witnessed in the shipment of war materials, particularly rubber which, in 1940, reached 40 per cent of the country's total export trade. This was due principally to an increase in purchase from the United States to accumulate its stock.

Total imports from all countries in 1940 did not reach the previous year's level in either volume or value. Quantitatively, import trade amounted to 1,762,200 metric tons, compared with 2,057,000 tons in 1939, while the value dropped 5 per cent from 469,340,000 guilders in 1939 to 444,300,000 in 1940. A close watch of import stocks was instituted by the Government, and measures were taken to prevent hoarding and price increases. At the close of 1940 the position of the country's import markets on the whole was satisfactory.

The total export trade of 1940, valued at 873,600,000 guilders, increased 18 per cent in value compared with 1939. While shipments of products essential to war industries, such as rubber, tin, petroleum, and quinine, made notable gains in both quantity and value, losses occurred in exports of many agricultural products, especially copra, tobacco, and coffee.

蘭及印度に次いで世界第三位である。ジャワ島のみにても全諸島の八五%を生産し、一九三九年に於ける茶の輸出高は五七萬ギルダーであつた。煙草は舊蘭印の各種栽培業中最も自然に發達した産業の一つで古くはジャワ島全島に於て栽培せられてゐたが、當今は同島の東部及南部に於て主に栽培されてゐる。一九三七年の煙草輸出額は三四、八〇〇、〇〇〇ギルダーである。砂糖は全島内の最重要産物であり、舊蘭印經濟界の鍵を握つてゐた。甘蔗の栽培は殆んどジャワに限られ其の中心地は中部及東部である。ジャワの糖業は特に其の農事方面に於て集約經營の極致を示し、一八八三—一八四年の砂糖恐慌以來特に其の傾向を顯して來たものである。一九三七年の砂糖收穫面積は二、〇八七平方杆、收穫高一、三七九、九二七穗(一九四〇年は一、六〇三、六二四穗)、工場數九五となつてゐる。ジャワ糖は一九三二年以來蘭印政府に依て完全な管理下に置かれてゐた。

珈琲 甘蔗栽培業と共にジャワに於ける歐洲人農業中最古の歴史を有するもので、アラビアからジャワに初めて珈琲樹が輸入されたのは一六九六年である。一九三七年の珈琲産額は一三二、〇〇〇噸で、其の輸出高は二六萬ギルダーに上つてゐる。タビオカの栽培も盛んでジャワの重要輸出品の一となつてをり、一九三七年に於ける輸出高は一八萬ギルダーである。カボックは古くより栽培され、其の生産高及輸出額は世界最高である。カボックの纖維は光澤あり又耐久性ある弾力を持ち、軽く軟く且容易に水に濡れず浮力大なるため敷物、救命器の製造、クッション用として廣く用ひられる。

林業 東印度諸島は赤道下に位し多濕高温の爲樹木種類多く且繁茂成長は非常に早い。従つて林業は天然資源中の主位にあり特にチーク林は最も有名でジャワの山林と云へば直にチーク林を連想する程である。

チーク材面積は七、六八〇平方杆であり、主として同島の中央部及東部に保有せられてゐる。又規那は世界生産額の九九%即ち一〇、五〇〇噸以上を生産する。

鑛業 一九四〇年度の鑛業は農業に次ぐ舊蘭領印度の重要産業で、石油、錫、石炭、金、銀、マンガン、沃度、金剛石、鐵等の鑛物を有して居る

が、此の中、大規模に生産されてゐるものは石油と錫のみで、他はこの兩者に比すれば言ふに足らない。現在石油はサマリンダ、トラカン、パンヂエルマシ、バリクパパンを中心とするボルネオ東海岸及びヂヤムビ、パレムバンを中心とする南部スマトラを主要産地とし、年産約五〇〇萬噸を以て世界第六位にあり、錫はパンカ、ピリトンの二島及び附近のリオ州所屬の數島より産し、世界第三位にあり、世界産額の一八・六%（一九三〇年）を占めてゐる。

工業 舊蘭領東印度諸島は多種多様の農産物を産出し、文明國に對する工業原料の供給國として、至極重要な地位を占めて居るが、製造工業の點に於ては未だ幼稚の域を脱して居ない。製糖、ゴム精製、製茶、キニーネ製造、搾油、カツサーヴ物産製造等の農業關係諸工業並に石油、錫、金、銀を精製する鑛業關係諸工業以外には單に機械工業、セメント工業、製紙工業等があるのみで極めて小規模である。

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SEMARANG, SOURABAYA & MACASSAR

BATAVIA, situated on the north coast of Java near the western extremity, is the capital of East Indies. The population of the city, including Tandjong Priok and the adjacent town of Meester Cornelis, numbered 535,000.

The old port of Batavia was situated at the mouth of the Jacatra or Tjiliwong River, but with the increased maritime activities, a new and well-equipped harbor, Tanjong Priok, was constructed at about three kilometers east of the former site. The harbor has three inner basins measuring about 1,000 meters long and 180 meters wide. Each of these has two quays on which are installed modern cargo handling devices, sheds, warehouses and offices.

Batavia is divided into two sections, the Old Town and the New. The Old City was the original commercial town laid out on both sides of the Tjiliwong River but today, it is the center of the banking and wholesale business and the principal residential section of the natives and the Chinese.

The places of interest include Amsterdam Gate, the Sacred Cannon and the Portuguese Church—all full of the history of early settlers; the old City Hall; the Fish Market and Aquarium; the Chinese shopping and trading centers; etc.

The New Town, known as Batavia-Centrum or the Garden City, is made up of the old sections of Rijswijk, Nordwijk, Weltevreden with Koningsplein and Waterlooplein where Government offices, hotels and tourist bureaux are located, and the residential quarters.

The Ethnological Museum with a world-renowned collection of art treasures; the Van Heutsz Monuments; the state of Jan Pieterszoon Coen near the Waterloo Square; the old fort Prins Hendrik and the beautiful Wilhelmina Park are located in this section of the city.

SEMARANG, the capital of the Province of Middle Java, is situated along the north coast of Java, about midway between Batavia and Sourabaya. It is the third important port in East Indies with a population of approximately 220,000.

There are some drawbacks to make it an ideal harbor, but the disadvantages are well compensated by the excellent rail and road connections with the rest of the Island. It is served directly by three railways; to the south, to the northeast and to the west, thereby bringing it

バタビヤ ジャワ島の西端部に近い北岸にあり舊蘭領印度の首府で政治、經濟、文化の中心地、且西部ジャワに於ける商業の中心地でもある。バタビヤは和蘭人にとつて最も山嶺の深い舊都で一六一九年、當時の總督ヤン・ピーターソン・クンがチリウオン下流に現在の舊バタビヤを建設したもので、バタビヤなる名稱は和蘭人の在る處と言ふ意である。彼等と和蘭人が過去に於て如何に權勢を振つてゐたかは此の一事に依つても測り知られる。和蘭統治時代は總督府初め各官衙、大學等皆こゝに集中してゐた。

バタビヤは市の北部をバタビヤ、中部の市街をバタビヤ・セントルムと稱し之に南接するメーステル・コルネリス及びバタビヤの外港タンジョンブリオク港を包含すると人口約六〇〇、〇〇〇人の大都市となるがそのうち歐洲人は約四〇、〇〇〇人、華僑七九、〇〇〇人（一九三八年の調査）となつてゐる。

舊バタビヤはバタビヤの下町とも稱し得べく、中央部はカリブツサルを中心として各銀行、大會社、商店が軒を並べ、殷賑なる商業區をなしてゐる。北端は運河及び突堤に圍まれた漁港をなし、戦前邦人が活躍してゐた魚市場がある。カリブツサルの東部にはアムステルダム門（一六七一年建設）、葡萄牙教會（一六九三年頃の建築）等、往時のバタビヤの歴史的建造物が多い。カリブツサルに南接する部分は雜沓する支那人商店街である。

新市街のバタビヤ・セントルムは此の盛り場よ眞直に南下するモーレンフリートと稱する大道に依て連結されてゐる。モーレンフリートは中央に運河を挟み、タマリンドの並木亭々と立ち、南端に近くホテルデスインデスがある。モーレンフリートの運河は北岸をノールトワイク、南岸をライスワイクと稱し歐洲人の小賣商店街あり、更に東行して踏切を渡れば、日支兩國人の小賣店が密集してゐるパツサルバルーがある。

此の新市街は非衛生的なる舊バタビヤを離れて生活する爲歐洲人が開拓した住宅地で、中央部に



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in direct communication with every port in Java. From a commercial standpoint, Semarang is the most conveniently situated city in East Indies.

Semarang may be divided into two sections, i.e., the Old City wherein may be found the commercial and amusement centers, and the upper city of Tjandi and New Tjandi, the beautiful villa towns built on the hills behind the Old City. Bodjong Road, which extends from east to west through the principal part of Semarang, is an avenue of tamarinds. At the beginning of Bodjong Road, a bridge leads over the Semarang River to the business section of the town. The Chinese business and residential quarters, wherein most of the transactions in the staple produce of Central Java are made, is situated in and around the district of Gang-Waroeng. Chinese temples, theaters, and restaurants are also found here. Other places of interest on the left of the road are the large town square containing the residence of the native Chief, the Mosque and Recreation Grounds in which festivals are held.

There are many fine mountain resorts within easy motoring distance of the city. Amongst these may be mentioned Salatiga; Mangeland, a military post and center of many agricultural enterprises; Kopeng, noted for its healthy climate and interesting mountain paths; and Bandungan above Ambarawa.

SOURABAYA, the principal commercial seaport of East Indies, is situated on the Straits of Madura and the mouth of the Kali Mas River. The city has a population of 350,000.

Tandjong Perak is the port of Sourabaya. The modernly equipped harbor well sheltered by the island of Madura can accommodate a great number of ocean-vessels, even with big draught. The port can be reached either from the west or from the east side through the Straits of Madura. Neither expense nor trouble has been spared to make Sourabaya one of the most modern ports of East Asia.

Sourabaya is in direct road and rail connection with every part of Java, and being one of the most important harbors in the East Indies Archipelago, offers sea connections in all for trips to Bali, Borneo, Celebes, the Molu-directions. Sourabaya is the port of departure for trips to Bali, Borneo, Celebes, the Molucas, the Lesser Sunda Islands, etc.

The city forms a starting point for a trip through mountainous region in East Java, the Idjen highlands, the Ardjoeno Range, the Engger Range, Tosari and the famous Java Sand Sea with the volcano Bromo lying behind it.

コーニングスブレイン及ワーテルロブレインと稱する二大廣場あり、運動場兼公園の性質を有し、コーニングスブレインを圍りて舊總督官邸、博物館、法科大學等がある。廣場には南東隅に競馬場、北西隅にデカバルク及ガムビルバルクと稱する夜の盛り場がある。此の兩廣場の間はウキルヘルミナ公園となつてゐるが、此の附近よりメーステルにかけては美麗なる住宅地續きである。

尙バタビヤの外港タンヂョンブリオク港はバタビヤの東北約九軒の處にあり、其の面積一・四平方軒、之を扼する突堤は各々一、七六五米及一、九六三米の長さを有し、兩端の間隔は二五〇米である。バタビヤ迄は坦々たるアスファルトの大道で、自動車の往來織るが如く交通甚だ便である。

ボイテンゾルグ バタビヤより自動車で約五〇分、汽車では約一時間にして達する。當市は一七四五年當時の總督ファン・イムホフの建設に係るもので、爾來蘭印總督の居住地となり、世界一の熱帯植物園を後庭に控へて廣壯なる總督官邸があつた。本植物園には熱帯の巨樹珍花奇草悉く蒐集され、マンモスの標本を有する動物標本博物館と共に全世界に知られてゐる。

サマラン サマランはジャワの中部南岸に在る舊蘭領印度第三位の貿易港で人口約二二〇、〇〇〇人、(支那人二八、〇〇〇人、歐洲人一三、〇〇〇人)中部ジャワ州の首府にして、スラバヤより鐵路四時間で達し得る。當市はジャワ三大港の一ではあるが、遠淺の上築港設備未だ整はず、船は全部沖がかりで風浪高き時は埠頭と本船との連絡に困難を生ずることがある。サマランの背後地はスラバヤ、バタビヤに劣らない農産地であり、又輸入品の消費地たるチョコヂヤ、ソロを控へてゐる爲、砂糖、珈琲、木材、煙草、落花生の輸出及輸入物産市場として殷賑を極めてゐる。

市街は新舊の二區から成り、舊市街は海岸に沿つてサマラン港に跨り、街路狹隘にして會社、商店は概ね此處に櫛比してゐる。最も殷賑な通りはボジョン及びヘレンの兩街である。町の背後の高臺は美しい森林に包まれた瀟灑な住宅街である。サマラン市は蘭印華僑發祥の地として有名であり華僑の豪商が居住してゐる。

スラバヤ スラバヤは西の政治の中心地バタビ

There are three important divisions of the city, namely, Tandjong Perak, the harbor area; the old or lower city with the commercial quarter and China town; and the upper city, a widely scattered European residential section. Entering the harbor of Tandjong Perak either through the West Channel or the East Channel of the Straits of Madura is a wonderful sight. On the one side is the coast of Java and the city with various mountain-groups in the background, and on the other side, the island of Madura. On the streets, a colorful crowd of mixed Orientals of all races will be found swarming from morning till night.

For the antiquary, Sourabaya offers the new Provincial and Municipal Historical Museum. The Modjopait Museum (ancient Javanese civilization) is also worth a visit; it is within an hour's drive of Sourabaya at Modjokerto. Sourabaya has the best Zoological Garden in East Indies where a collection of the rarest birds and beasts are exhibited to the visitors as far as possible in their natural surroundings.

MACASSAR, the capital of Celebes and a beautiful tropical port lying near the southwestern extremity of the island, is the principal commercial center of the whole Archipelago.

Since Macassar was opened to foreign trade in 1848, its development has been remarkable, due chiefly to its excellent position and natural good harbor, as well as to the rich products of the island. The quays, which are provided with large warehouses, afford excellent facilities for loading and discharging cargo. Coal and fuel oil are obtainable at this port. The anchorage is considered one of the best in the East Indies, especially during the southeast monsoon. The population of the city numbers approximately 87,000 composed of many nationalities, the natives of the Malay type largely predominating.

The city of Macassar is full of the atmosphere of commercial and industrial development. The harbor is connected with the railways, and additional improvements are continually being made. Many enjoyable hours can be spent strolling from one fascinating native shop to another, watching a colorful, never-ending stream of people flowing up and down the streets. The beautiful avenues lined with tamarind trees 70 to 80 feet high offer an exceptional pleasure in driving through the city. Among the principal sights, the more noted are the Museum, a building in the native style of architecture; the old Fortress Rotterdam; Chinese Temples; Chinese Mausoleum in Van Schelle Road; the Chinese Pleasure Garden with Mausoleum "Pating Along."

ジャに對し、東の商業の中心地にして市況活潑、ジャワ第一の商港都市である。人口約三五〇、〇〇〇人に達し(内歐洲人二七、〇〇〇人) 舊蘭印の商業貿易の中樞地として一年間の出入船舶二、〇〇〇隻を超え、海外諸島との連絡も極めて頻繁であり、又東印度諸島各港間の航行船舶は概ね當港を起點又は終點としてゐた。

市街は大體カリマス河の西岸に跨いで南北に長く延びて所在してゐるが、之を北區(ノールド)及び南區(ソイド)の二區に大別してゐる。北區は殷賑なる商業區をなし、銀行、會社、商店等大部分此處に集中され、南區は歐洲人の住宅區であつた。カリマスの河口部はライターハーバーを成し、會社、倉庫櫛比し、特に砂糖の積出期には數十隻の船舶、舢舨が輻輳する。

スラバヤ港はカリマス河口西側のタンジョンペラと呼ばれる部分にあり、マヅラ島を眼前に控へ自然の投錨地であるが、潮が速く且海が深くないのが缺點である。港には浮船渠があり、岸壁倉庫は道路及び鐵道に依て背後の産業中心地に連絡されてゐる。商港の反對側即ちカリマスの東部には舊蘭領印度の海軍根據地、スラバヤ軍港がある。

マカッサル マカッサルはセレベス島の略々西南端に位し、セレベス州の首府なると共に、舊蘭印東部の商業中心地である。又交通上の要衝に當りマニラより四日、シドニーより十一日の旅程にあり、大小船舶の寄港するもの極めて多かつた。自然の良港で、投錨地は珊瑚礁を以て一部防波されて居り船舶は埠頭に横付となる。船着きの良い點では舊蘭印中第一と言はれてゐる。

本港はセレベス島南部の貨物吞吐港たるのみならず、モルツカ、ニューギニア、小スンダ列島、東部ボルネオに迄及ぶ廣汎なる地域の産物集散地であり、輸出入貿易殷賑を極め、大商社も多數存在してゐた。

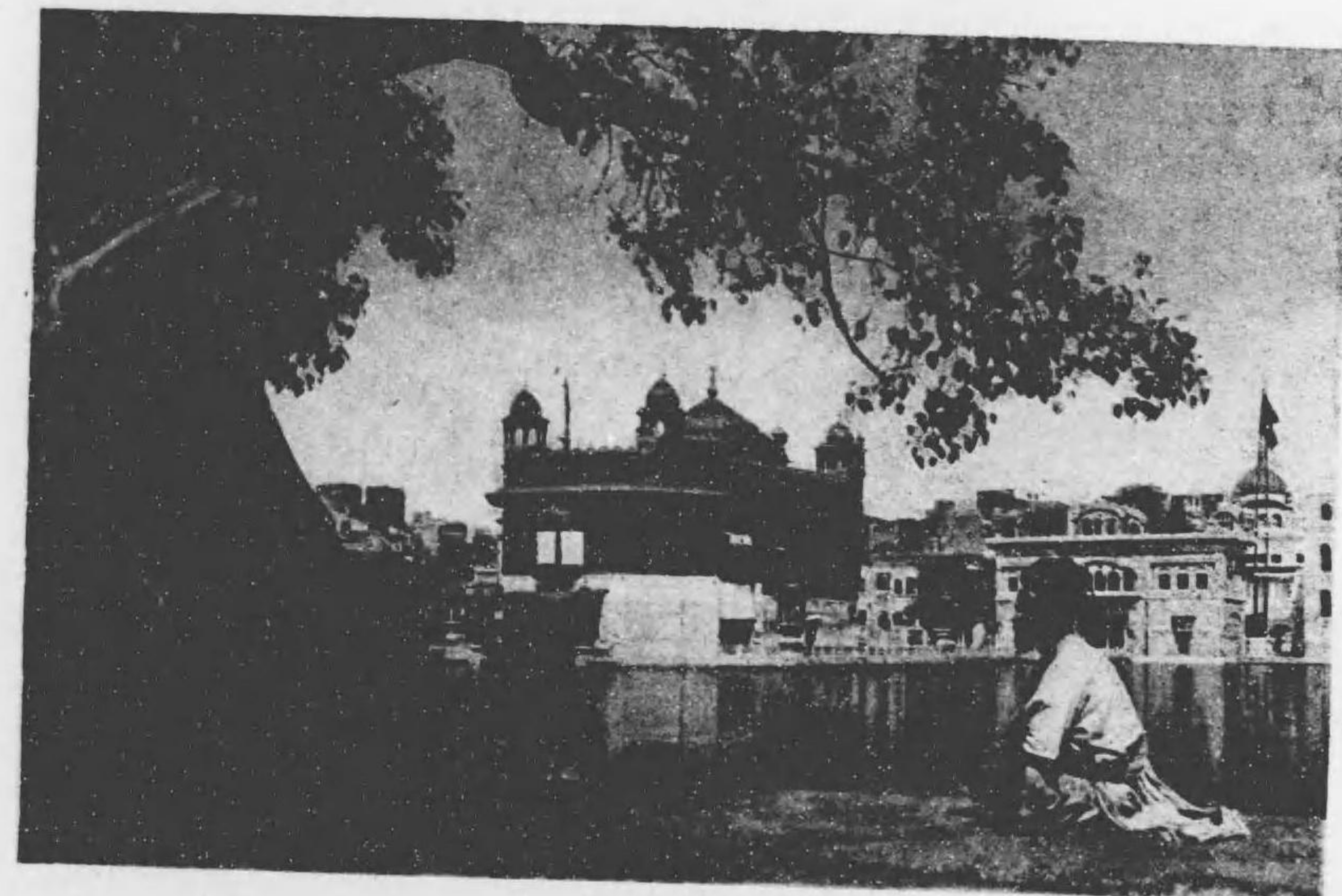
同市の人口は約八七、〇〇〇(内歐洲人一、九〇〇、華僑約一五、〇〇〇)となつてゐる。

Most interesting of all is a trip to the Toradja country, a mountainous formation into which the Toradjas, originally living in the plains, have been driven back centuries ago by the invading Macassars and Buginese. A very interesting thing about the Toradjas is the burial of their dead in graves hewn out in the steepest rocks.



ラングーン スール・パゴダ街

Wide, clean and tree-fringed thoroughfare is Sule Pagoda Street, Rangoon, the site of the renowned Sule Pagoda close to the Strand. This is one of the many pagodas found in and about the city of Rangoon.



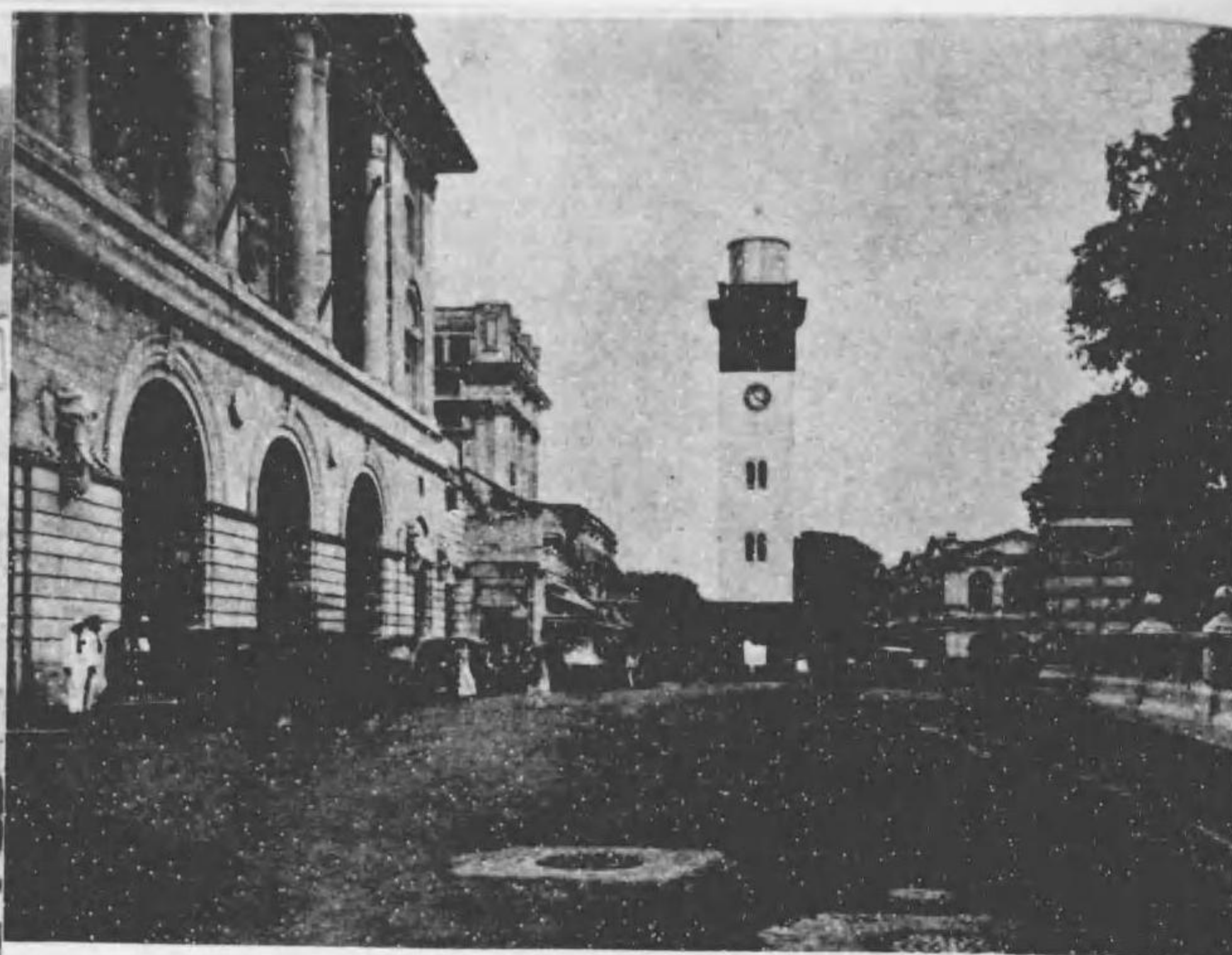
シクの黄金寺

The famous Golden Temple of the Sikhs, situated within an easy motoring distance from Lahore, is the main attraction of the visitors in Amritsar, the capital of the Sikhs.



部隊長へビルマ娘の贈物

Burmese dancing girls visit the Rangoon Front to present a Japanese Unit Commander with a beautiful wreath of flowers.



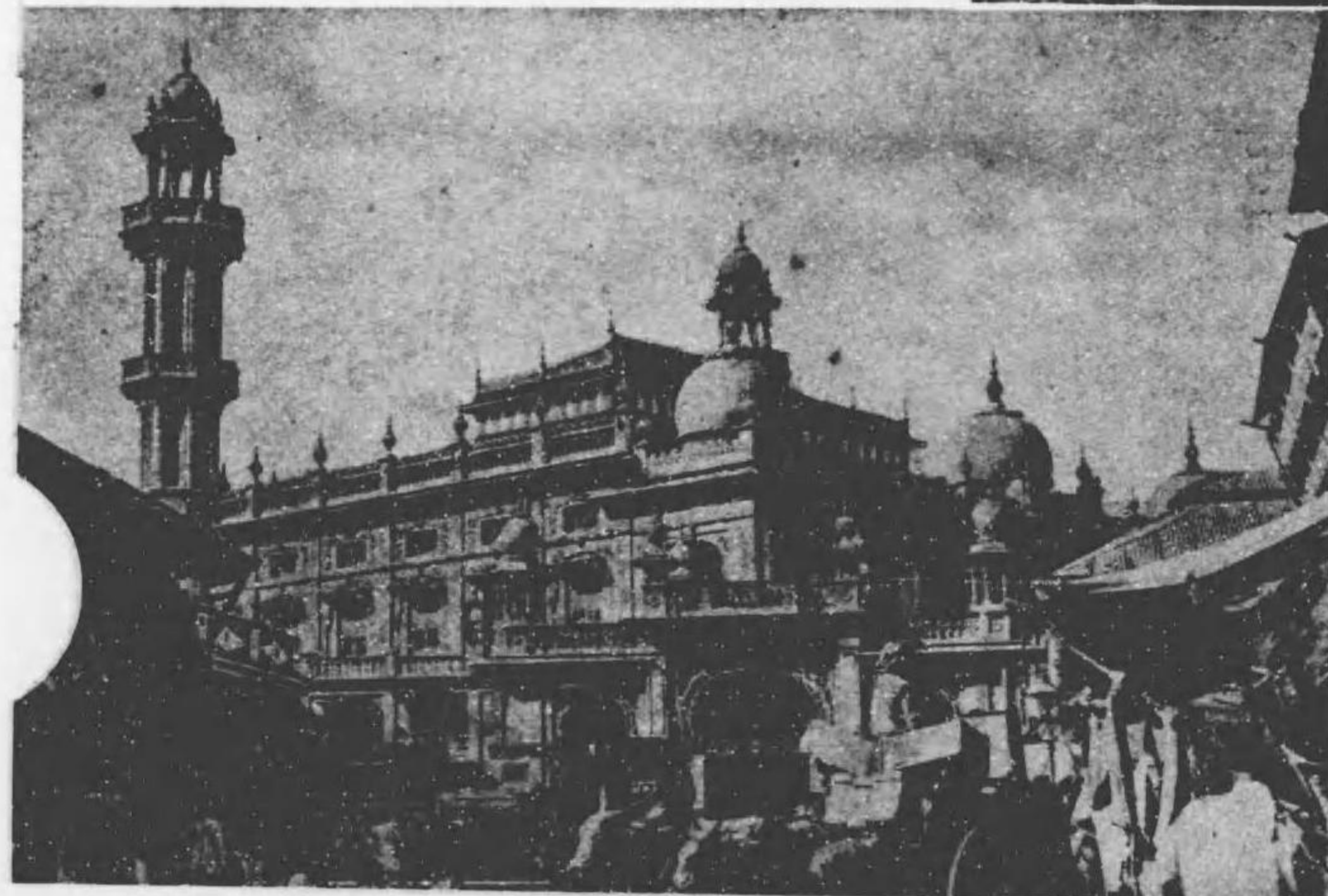
コロンの時計臺

The Clock Tower and Lighthouse at the Fort, Colombo.



ボムベいの棉花市場

Country Cotton Market, Bombay, the distributing center of an enormous quantity of cotton.



ボムベいの回教寺院
デユマ・ムスディッド

Juma Musjid, near Crawford Market, is a well-known Mohammedan mosque in the native quarters of Bombay.



BURMA

Situation & Area: Burma, situated between 10 degrees and 38 degrees N.L., lies adjacent to Thailand, French Indo-China, China and India, and has an area of about 680,000 square kilometers. The length from north to south is approximately 2,000 kilometers and the widest part of the country extends about 800 kilometers.

Climate: There are three seasonal changes. The cool season commences in November and lasts until March. It is followed by the hot season, which lasts until May when the rainy season begins and continues until October.

Population: The estimated population of Burma in 1939 was 16,119,000. There was a large alien population of 1,018,000 Indians and 194,000 Chinese, while the European and Anglo-Indian population numbered 30,000 and Indo-Burmese 182,000.

Administration: A civil administration headed by Dr. Ba Maung has been established to look after the affairs of the State. It will be placed directly under the Commander of the Japanese Forces and will have departments of internal affairs, finance, agriculture, forestry, commerce and industry, education and hygiene, public works restoration, irrigation and transportation, judicial department and the board of judicial advisers.

Communications: The Irrawaddy and its chief tributaries, the Chindwin, the Shweli, and the Myitnge, afford great natural thoroughfares to the country. These rivers, especially the Irrawaddy, are alive with sailing and steam vessels in all seasons of the year. Roads and railways are well laid throughout Burma. The Burma Railways has a length of 3,300 kilometers of open line.

Revenue & Expenditure: For the fiscal year 1938-39, revenue and expenditure were estimated at Rs.15,89,00,000 and Rs.15,42,000 respectively.

Religion: About 85 per cent of the entire population is Buddhists, large monasteries and pagodas being found in every part of the country. There are also about 350,000 Christians.

Education: Primary education is conducted by Buddhist monks in Burma. Higher education is controlled by the University and Vernacular education by local bodies.

位置及面積 ビルマは亞細亞大陸の西南、印度支那半島の西北を占め、東は泰國及び佛領印度支那に接し、北は支那の雲南省及び西康省に、西は印度に隣し、南はベンガル灣に面して居る。其の南北の長さ約二、〇〇〇軒、最大の幅約八〇〇軒、總面積六七七、五四四平方軒、我國全面積よりは稍狭い。ビルマの山系は多く北から南に走つてゐる。爲河川も亦大部分北から南に流れて居り、農業國ビルマに限りなき天恵を與へて居る。サルウィン、イラワジ二大河川も源を西藏に發しベンガル灣に注いで居る。

氣候 ビルマは北緯一〇度から二八度に亘り、中部から南の方は熱帶圈に在り、北方の山岳地帯及び高原地帯は亞熱帶にして、氣候は所謂西南亞細亞季節風氣候帶に屬してゐる。ビルマの南北は雨量多く年五千軒にも及ぶが、中心部はアラカン山脈の蔭に入つて五百軒内外の乾燥地となつてゐる。

一年を通じて大體乾季と雨季に分けられるが、十月から翌年の五月迄を乾季とし、其の間十一月から三月迄は稍冷涼を感ずる。三月から暑氣漸次加はり四月に入れば酷熱激しく、熱風が一週間も吹き荒ぶことがある。五月中旬頃から雨季が始り十月中旬迄続くが、就中六、七、八の三箇月間は殆んど毎日豪雨が降り続くのである。

人口 一九三九年の人口は一六、一一九、〇〇〇人と推定されるが、(一九三一年現在一四、六六七、〇〇〇人) そのうち約一千万人が泰族の一部であるビルマ人であり、之に次ぐシャン人、カレン人はチベット・ビルマ族である。其他外來系としては印度人が最も多く一、〇一八、〇〇〇、支那人が一九四、〇〇〇となつてゐる。

政治 一九三七年四月一日の印度新憲法實施と共に印度より分離し、英本國植民省の直接管轄となつた。爾來政治上の最高權力は總督にあり、知事は行政上定員一〇名以内の内閣、三名以内の顧問

問を持つて居た。英國統治時代の地方行政は省内を上ビルマ、下ビルマに分ち更に上部は三縣、下部は四縣に分たれ、各縣に英國行政官が置かれてゐた。シャン州には別に酋長が居り、酋長聯合を作つて、英國行政官の指揮を受けてゐた。

立法は二院制の議會が之を掌り議員選舉方法は比例選舉制と總督推薦制を併用してゐた。

皇軍ビルマに進入するや、英帝國主義の下に呻吟しつゝあつたビルマ民衆は心より皇軍に協力し「ビルマはビルマ人の手へ」と叫んで反英闘争を展開した。今やバーモ博士を首班とする中央行政部がラングーンに誕生して、皇軍の庇護下戦火後の復興に邁進してゐる。

宗教 ビルマ人の佛教信仰は極めて強く男子は一生に一度必ず僧侶として僧院に入る習慣になつて居り、現在でも一、〇〇〇萬のビルマ人中約五萬が僧侶である。一九三一年の調査に依れば全人口の八四・三%が佛教徒、精靈信者(アニミスト)五・二%、同教徒四%、ヒンズー教徒三・九%となつてゐる。

教育 一九三六―七年度に於ける公認學校、小學校数は七、四八一校、生徒数は五四六、三三八名で、非公認校は二〇、二七三校、二〇、一二六名である。殆んど凡ての村に僧院があり、讀書算を教へてゐる。ラングーンには一九二〇年創立さ

Principal Production and Industry

AGRICULTURE: Agriculture forms the foundation of Burmese economy and among the staple products are included rice, sesame, beans, peanut, cotton, maize, rubber, tea and tobacco. Plans are also under way for the development of jute and sugar-cane industry. The total area of arable land in Burma extends approximately 18,160,000 acres, of which 12,500,000 are allocated for rice field.

During 1939, the rice yield in the country was 7,106,000 tons, the fourth largest rice producing country in the world surpassed only by China, India and Japan. Due, however, to a limited consumption, a large excess is created annually so that Burma exports the biggest quantity of rice in the world.

Of the total rice export of Burma, about half the quantity is directed to India and consequently, the country is tantamount to India's treasure house insofar as rice is concerned. There are five varieties of rice produced in Burma and they are harvested once a year, but

れたラングーン大學があり、醫學專門學校、高等師範等が之に附屬してゐる。マンダレイには中間專門學校調査講習所、ラングーンの近くのインセイには工業講習所、獸醫專門學校等がある。

交通 ビルマ第一の大河イラワヂ河と其の支流は古代からビルマの主要交通路となつてゐるが、それは今日に於ても尙變りなく、水運利用の點では到底鐵道も及ばないのである。イラワヂ河は河口から一、四五〇軒の上流に在るバーモ迄、其の支流チンドウイン河は五〇〇軒の間汽船が週航出来る。

鐵道はビルマが印度帝國より分離した後、一九三七年四月一日よりビルマ政府に接收されたが一九三六―七年度の營業線延長は三、三〇〇軒に達してゐる。幹線をなすものはビルマ鐵道であり、ラングーンを中心として北上し、舊都マンダレーに至り東西に分れて更に國境方面に延びてゐる。

道路も良く發達し一九三六―七年度の補裝道路は六、七二三軒、未補裝路九、五九〇軒に達してゐる。

援將ルートとして有名であつたビルマルートはラングーンよりキンヤンを経てラシオ、下關に達する道路であり、昆明、重慶に至る援將物資は主として此のルートを経て輸送されてゐた。

産業 ビルマは南洋の諸地方と同様農業、鑛業及び林業の原料生産國にして之等産業の生産品が輸出の九割を占めてゐるのである。就中農業が首位を占め、全人口の四分の三まではこれに従事し農業が國民經濟の根底をなしてゐる。

農業 ビルマの耕地面積は一九三六―三七年度に於て七〇、一七八平方軒となつてゐるが、そのうち米田が五〇、五四二平方軒である。

米 東亞の諸國は何れも米産國であるが、國民の大部分が米を常食とし而も餘剰米を他へ供給し得る地方はビルマ、泰及び佛領印度支那である。其の内でもビルマは年産額七、一〇七、〇〇〇噸(一九三九―四〇年)中其の三、四二五、〇〇〇噸を所謂ラングーン米として輸出する世界第一の米の輸出國となつてゐる。而して此のビルマ米の約五割は印度に仕向けられてゐた。

the climate is such that the seeds can be sown at any time. Though some are produced in the Upper Burma, a greater portion is cultivated in the Lower Burma, particularly in a delta formed at the mouth of the Irrawaddy River and in its vicinity.

During 1938, the area of sesame field was about 1,350,000 acres and the production, approximately 531,000 quintals. The area allocated for maize, or the Indian corn, was roughly 506,700 acres. Many kinds of beans are cultivated in a field extending about 1,130,000 acres. The country exported some 138,000 tons during 1938. The area set aside for peanut and tobacco fields was respectively 839,500 acres and 39,000 hectares and their production, 183,900 tons and 431,000 quintals.

Though the country was hitherto denied a free-hand in the rubber production, it is expected that Burma will assume an important role in the rubber industry of Greater East Asia in future. The chief producing districts are Tavoy and Mergui.

FORESTRY: Burmese forestry occupies a vitally important position among its natural resources, the country being especially known for the production of teak. With the exception of those in the Federated Shan State, the aggregate area of reserved forest extends approximately 31,600 square miles. There are also about 123,000 square miles of unclassified forest.

MINING: Burma is also rich in subterranean resources, and the mining, together with agriculture and forestry, forms the three most vital industries of the country.

However, the development of mining industry in Burma is still in its infancy and therefore, the number of mines operating on the basis of a modern industry is but limited.

The typical mining industry of Burma is oil and in 1939, its production reached 864,000 tons. Though some oil fields are found along the Chindwin River, the principal producing district is situated along the lower-streams of the Irrawaddy River and along the Arakan coast which occupy about 90 per cent of the total oil output of Burma.

Of the other mineral products, lead, zinc, tin, wolframite, nickel, copper, iron, silver, etc. are important particularly the first mentioned two as their output respectively is the largest among the countries in East Asia.

FOREIGN TRADE: Almost half of Burma's trade, both import and export, is done with India. The chief commodity of export is rice, which accounted for over Rs.21,00,000 of the export trade in 1938-39, with India as the

米の主産地は下ビルマにして耕作地の九割までは米田であるが、イラワヂ州から最も多く産出し之に次ぐものはベグー州、テナツセリム州、アラカン州、サガイン州等である。

其の他の農産物 米以外の農産物としては棉花、胡麻、落花生、ゴム、玉蜀黍、豆類、煙草、小麥、椰子、茶等が主要なものである。一九三七―三八年度に於ける棉花の耕作面積は二、三六四平方軒生産高二七、〇〇〇噸にしてその内輸出高は二五〇〇〇噸となつてゐるが、ビルマの棉花は品質優良にして極めて有望視されてゐる。又胡麻の植付面積は五、五五六平方軒、收穫高五一、〇〇〇噸落花生の生産高は約二〇〇、〇〇〇噸、ゴムの生産量は一三、〇九三噸(一九三九年)である。ビルマ茶は北部のシャン高原で栽培され、年産三〇〇萬斤に上つて居る。

鑛業 ビルマの鑛産資源は極めて豊富であると云はれて居るが、未だ調査充分でなく正確な埋藏量は判明しない。現在石油、鉛、錫、亜鉛、銅、鐵、タングステン鑛、ニッケル鑛、ウォルフラム鑛、アンチモニー鑛、金、銀等を産出してゐる。

石油は年産額(一九三九年)一、一〇〇、〇〇〇噸を起して居り、英國にとつて重要石油産地の一つであつた。石油の主産地はイラワヂ河の下流及びチンドウイン河であり、主なる油田はインダウ、エナジョン、ラニワ、シング、ミンビュー、ウングラインドン等の油田であるが、イラワヂ河口北岸約五〇軒のマウエ地方のエナジョン東方約二・五軒に位するエナジョン油田が最も有名である。

其の他の鑛産物の年産額は(一九三八年)鐵鑛一二、〇〇〇噸、銅鑛三、六〇〇噸、鉛鑛八九、〇〇〇噸、亜鉛鑛五五、〇〇〇噸、錫鑛四、五〇〇噸、タングステン鑛三、五二九、〇〇〇噸、金三八噸、銀一八四噸となつてゐる。之等の鑛産物には生産額の世界順位に於て現在十位までを占めてゐるものが多數あり、ビルマの鑛産資源の開発は期して待つべきものがある。

林業 も亦ビルマ産業中重要なものであり、山林地面積は約八〇、二二三平方軒(一九三八年)に上つてゐる。林業中最も重要なものはチーク材であり、年産額(一九三八年)二〇四、〇〇〇噸に達し、ビルマの輸出貿易上重要な地位を占め

chief market. India also was the outlet for most of Burma's mineral oils, shipments of which were valued at Rs.10,35,00,000. India was the main outlet for teak and took most of the silver, but the other metals went largely to other British markets. Exports of metals, mainly lead, amounted to Rs. 2,48,00,000, and timber shipments, largely teak, were valued at Rs. 2,95,96,000. Total imports of cotton piece goods and yarns amounted to Rs. 3,72,00,000. Imports of iron and steel products were valued at Rs. 1,16,88,000, and provisions, chiefly eggs and butter, accounted for Rs. 66,00,000. Demands of oil fields, metal mines, rice and vegetable oil mills, and saw-mills were supplied by imports of machinery valued at Rs. 1,09,75,000.

The values of the foreign trade of Burma during the two fiscal years 1937-38 and 1938-39 are given in the table below:—

Values of Principal Exports & Imports of Burma, 1937-38 & 1938-39

EXPORTS			IMPORTS		
	1937-38	1938-39		1937-38	1938-39
	Rs. 1,000	Rs. 1,000		Rs. 1,000	Rs. 1,000
Rice, Husked & Unhusked ..	20,95,33	21,26,68	Cotton Yarns	67,50	1,00,86
Mineral Oils	11,09,34	10,35,19	Woven Textiles	1,46,79	1,54,24
Podder	1,65,85	1,64,67	Tobacco	88,40	88,64
Pig Iron	2,55,99	2,56,70	Eggs and Butter	67,48	66,06
Potatoes & Other Vegetables..	96,26	1,00,17	Fish	59,31	52,19
Gum & Its Manufactures	69,23	59,58	Wheat Flour and Cereals....	65,32	58,41
Teakwood	3,48,80	2,95,96	Oils (Plant and Animals)	59,78	66,00
Cotton Raw	88,10	75,51	Paper and Its Manufactures ..	43,85	36,71
Paraffin Wax	2,09,01	1,66,58	Cotton Manufactures	3,88,57	2,91,22
Metals (mostly lead)	2,80,98	2,48,01	Mineral Oils	71,48	47,68
Gold & Other Precious Metals	73,58	69,55	Iron and Steel Products	1,46,71	1,16,88
			Machinery	1,38,15	1,09,75
			Other Articles	1,33,77	1,17,63
Total	50,44,00	48,50,00	Total	23,81,00	20,78,00



Mitsui Bussan Kaisha, Ltd.

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Cable Address: "MITSUI" Rangoon

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てゐる。

元来チーク材産業には巨額の資本を要するので英國人資本の獨占に屬して居り、英國は之に對し完全なる統制を施してゐた。

漁業 ビルマの漁業は主として湖水及び河川漁業であり、イラワヂ、シツタン、サルウイン等各河川の下流で行はれてゐるが、特にイラワヂ河のマウビン地方が中心地である。漁獲される魚の種類は五十種にも及ぶが、その漁獲法は原始的なものであり、未だ企業として成立してゐない。是は佛教信仰の結果漁師が最も忌ふべき職業となつてゐるのにも基因するのである。

工業 特に工業として擧げるべきものなく、僅かに精米業、精油業、綿織業、製材業等を數へるのみである。一九三七年度のこれらの各種工場数は九八六で従業員は八七、六五二人となつてゐる。

RANGOON & Other Cities



Rangoon, the capital and chief port of Burma, is on the Rangoon River, approximately 40 kilometers from the sea. It has a population of over 400,000.

In addition to its famous rice shipments, Rangoon is noted for the export of Burmese teak and other hardwoods, oil, hides and skins, bran, raw cotton, groundnuts, lead and silver, zinc and copper concentrates, rubber, shellac, grain and pulse, oil cakes, spices and precious stones. The principal imports include provisions, metals, machinery, coal, salt, chemicals, cotton manufactures, sugar and gunnies. The total volume of exports and imports passing through Rangoon is usually in the neighborhood of 5,000,000 long tons, and the port is visited each year by more than 2,000 ocean-going vessels.

Although a view from the sea is rather disappointing, Rangoon itself is a beautiful city with many places of interest. The Shwe Dagon Pagoda, the Sacred Golden Pagoda, has a circumference of 415 meters and rises to a height of about 115 meters upon a mound, partly natural and partly artificial, towering over the city. Among many curious shrines and figures which adorn the platform is a representation of the "Sule Nat," the spirit after which the Pagoda is named and the legendary guardian of the hill upon which the Shwe Dagon is built.

Just beyond the town within easy reach of the Shwe Dagon, are the Royal Lakes, their banks gay with variegated cannas which bloom in gorgeous contrast of colors. On the south shore is the Rangoon Boat Club, and the Dalhousie Park with winding walks and arbors. Further into the country are the broad Victoria Lakes in Kokine. The Cantonment Gardens, situated at the foot of the Shwe Dagon, is very invitingly laid out and here within the shadow

ラングーン (蘭貢) イラワヂ河の一支流、ラングーン河の滔々たる濁流を遡ること一時間、燦然と日光に映するシュエダゴンの大金塔が、左右の椰子林の蔭に隠見するのを眺めつゝ更に遡航すること約六時間、ラングーン市の姿が次第に右岸一帯に現れると船は鰭て帆船林立の間を縫つて右岸の埠頭近くに投錨する。

ラングーンはビルマの首府であつてラングーン河の左岸に位し、河口から約四〇軒、ベグー河とブーゼンドン河との合流点より稍上流水陸交通の要衝を占めビルマ隨一の近代的都會である。市街の廣さ七八平方軒、人口は五〇萬を超えるといはれ、ビルマ全土をヒンターランドとする一大物資の吞吐港であり其の年額八億ルビーに上つてゐた同港の主要輸出品は米とチーク材であるが、特に米の港として廣く世界に知られて居る。輸出入物資の總量は五〇〇萬噸、出入の航洋船舶の数は二〇〇〇隻以上に達してゐた。

市街は舊城市と港灣地區に二分せられ、商業地帯は河の北岸に位し、東はバズントンから西はケメダインを経てアローンに達してゐる。河の對岸にはグラの郊外があり、住宅地域として發展しつつある。街衢整然たるストランド街、マーチャント街、ダルーヂ街、フレザー街の大路が東西に通じて走り、グトウイル路、チャイナ路、パイヤ街、スパークス街が南北に之と交叉し、歩道に繁るタマリンドの街路樹が烈日を蔽ひ、坦々たる車道には車馬が絡驛としてゐる。

市内には宏壯なる舊總督府、郵便局、電信局、裁判所等がある。英國多年の搾取の本據舊總督府は商業區域の東にあり、其の前面には第三回ビルマ戦争に倒れたビルマ人の記念塔がある。コムミツシヨナ路にある刑務所は英帝國最大の監獄と云はれ、三千人の囚人を收容し得られる。又ケメダインに在る癲病隔離所は佛國ローマンカトリック教會の經營に係り、東洋に於ける最も完備せる病院と云はれてゐる。

中央停車場から北に眞直に進むこと二軒半の郊外にダルーヂ公園がある。同公園は園内にあるロイヤル湖の周圍に栽植せる芳香馥郁たる奇草珍花を以てラングーン市民唯一の散策地となつてゐる。湖の西方丘上に有名なシュエダゴンの金塔が聳えてゐる。寺院はビルマ最古の佛教聖刹と稱せられ

of the golden dome is the grave of the great Suppyalat, the ex-queen of Burma.

Other towns worthy of mention include Mandalay, probably the most interesting place in the country with a population of about 148,000; Pagan, the site of an ancient city of historical and archaeological fame with innumerable pagodas, and the center of lacquerware trade; Pegu, the ancient capital of Burma having the largest complete image of the human figure in the world—the reclining image of Shwethalyaung (Buddha), and Kalaw, a beautiful hill station provided with good hotel, excellent roads and facilities for pleasant excursions in the surrounding pine-clad mountains.

THE ANDAMAN ISLANDS:

The Andamans, consisting of a group of large and small islands extending some 300 miles from north to south, are situated at the southeastern part of the Bay of Bengal and southwest of Rangoon.

South Andaman, in which Port Blair, the capital and the largest city of the Andamans, is located, is at the southernmost point of the Great Andamans, and has a submarine volcanic belt. The island is generally hilly, having a mountain range scaling as high as 1,053 feet above the sea.

A tropical climate is prevalent so that the Andamans are not suitable for the white race to live in, but the climate is very favorable for the growth of plants with the result that the whole region is thick with bamboo forest and brushwood. The chief industry is the cultivation of coco-palm, but the islands also produce tea, orange, sugar, lumber, bamboo and tobacco. The inhabitants consist chiefly of Malaysians.

The Britons migrated into the South and North Andamans during the 18th century and placed the entire group of islands subsequently under the administration of the Indian Government.

ビルマ人のみならず遠くセイロン、泰國、佛印或は支那の各地から参詣するものが四時其の跡を絶たない。

マンダレー は一八八五年迄ビルマ王朝の王都であつた。イラワヂ河の東岸に位し市街の北西の地點でチンドウイン河とイラワヂ河が合流してゐる。

ラングーンより汽車で北方に進むこと十八時間にして到達するが、市街は高地傾斜面に在り、東西五軒、南北十軒に亘り、人口約十五萬、ラングーンに次ぐビルマ第二の都會である。

市の中央にあるマンダレー丘の頂上には石の堂宇があり、釋迦像が安置されてゐる。丘の麓は舊王城(ダフリン城址)には、昔の儘の赤煉瓦の城壁や舊王宮、陵墓、古寺等ビルマ王朝の昔を偲ばしめ今日でも全國より集る巡禮者の數は頗る多い。

新市街は舊王城の東南にあるが、其の中央に近いゼキヨ市場は、各種の販賣店が兩側に軒を並べて盛況を極め、ビルマ人、支那人、西方山岳地方のチン人、東方よりのシャン人、北方のカチン人等の相集る光景は宛らビルマの人種展覽會の如き觀を呈してゐる。

パガンは寺院が隨所に聳え、考古學上有名な歴史的古代都市であり、漆器細工の中心地としても亦知られてゐる。

ベグーはトトン、マータバン、モールメン方面行鐵道支線が本線と分岐する交通上の要衝であるベグー河畔に位し、昔の王都の所在地で、市内に在る大釋迦涅槃像とシユエ・モドウ寺塔は有名である。

カラーは美しいヒル・ステーションであり、完備せるホテル、立派な道路がある。



CEYLON

Situation & Area: Ceylon, which extends 443 kilometers in length and 233 kilometers in width, is situated off the southeastern extremity of the Indian Peninsula, between Latitude 5° 55'–9° 50' North, and 79° 42'–81° 53' East Longitude. Its area, including outlying islands, is 65,609 square kilometers.

Climate: The climate at the lower elevations is unmistakably tropical, but the atmosphere is delightfully cooled by the frequent rains brought by the monsoons.

Population: Ceylon's population, in 1938, was estimated at 5,792,000, the majority consisting of Sinhalese who populate the lower-country and Kandy districts. Tamils, Moors, Malays, Burghers, Europeans and Eurasians make up the rest of the polyglot inhabitants.

Administration: The government of Ceylon is administered by a Governor, aided by a State Council consisting of 50 members. For administrative purposes, the island is divided into 9 provinces, presided over by Government Agents, with assistants and subordinate headmen. The judicature consists of a supreme court, district courts, police courts and appeal courts.

Revenue & Expenditure: The revenue for the Island for the financial year ending September 30, 1940, was 13,26,22,074 rupees while expenditures amounted to 13,63,30,639 rupees.

Religion: Buddhism is the religion of the majority of the inhabitants, especially in the southern part of the island. There were 2,770,000 Buddhists in 1931; 982,000 Hindus; 302,000 Mohammedans, and 444,000 Christians.

Education: Education is free in vernacular schools, but fees are charged in English schools. There are the Royal College, the Government Training College, and a University College for higher education. Technical education is given in the Technical Schools, besides which there are also 71 industrial schools.

Transportation and Communications: All the railways in the island are State-owned and Government-controlled. There are 1,530 kilometers of railways open, and several new lines have been surveyed. There are 877 post offices

位置及面積 セイロンは印度の東南海上にある小島で、印度とはボーク海峡とマナール灣に依つて隔てられてゐる。セイロンの西北部と印度との間にはアダム橋と稱せられる連続した珊瑚礁があり、印度の鐵道とセイロンの鐵道とが此處で接近し、連絡船に依つて結び付けられてゐる。

面積は周圍の小島を含めて六五、六〇九平方軒形状は南に廣く北に狭い、山岳部は中央南部に偏し、北部は平野をなしてゐる。

氣候 セイロンの氣候は印度と大差ない。其の特異性を示すのは季節風の襲來であり、これに依つて雨が訪れ、熱帯國の島としては珍らしく凌ぎ易く十一月下旬から三月中旬迄が最も良好な時期である。コロンボに於ける年平均氣温は攝氏二七度となつてゐる。

人口 一九三八年に於ける人口は五、七九二、〇〇〇人と推定されるが、そのうち最も多いのはシンハリズ人で約四分の三を占め、これに次ぐものはタミール人である。其の他は有史以來屢々侵寇した幾多の民族と原住民たるヴェダス人より成つてゐる。

政治 セイロンは英國の直轄植民地にして、行政權は知事が握り、國務評議會が之を輔佐して行政上並びに立法上の事項に關與してゐる。セイロン全島は地方行政上九つの州に分けられ、各州には政府駐劄官が任命され、中央政府の下に行政を執行する。

財政 一九三九—四〇年度の豫算は歳入一三、二六、二二、〇七四ルピー、歳出一三、六三、三〇、六三九ルピーである。主要歳入は關稅で毎年歳入總額の約二分の一を占める。

宗教 一九三一年の調査に依ると、主要宗教の信徒數は佛教徒二、七七〇、〇〇〇、ヒンズー教徒九八二、〇〇〇、マホメット教徒三〇二、〇〇〇、キリスト教徒四四四、〇〇〇である。佛教は紀元前三世紀に印度より傳り、現今に於てもセイロン住民の大多數の宗教となつてゐる。

株式 東洋
會社
Cable Address:
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and 310 telegraph offices, with 17,000 kilometers of telegraph wire and 83,500 kilometers of telephone wire.

Principal Towns: Colombo, the capital, is specially described. Among other principal towns are Kandy, the Hill Capital, 116 kilometers from Colombo; Anuradhapura, the site of the capital of the ancient Singhalese Kingdom; Nuwara Eliya, a popular hill station 1,900 kilometers above sea-level and 217 kilometers from Colombo; and the old Dutch town of Galle, which, though little trade is done, was once the chief port of the Island.

Principal Production and Industry

AGRICULTURE: The principal agricultural products are coconuts, rubber, cinnamon, tea and grains which form the bulk of the exports from the Island. Of the total of 16,212,400 acres in Ceylon, approximately 20 per cent or 3,500,000 acres are under cultivation, and about 3 per cent or 456,000 acres are pasture land.

Tea: Tea is the most important product in the Island, the plantations covering about 557,000 acres. Ceylon tea is almost exclusively of the black variety and is classified into three grades—upland (superior quality), midland (medium quality), and lowland (inferior quality).

Rubber: The second major item on Ceylon's export list is rubber. The annual yield of dried rubber per acre in Ceylon is from 200 to 700 lbs. Rubber exports from the Island during 1938 were valued at Rs.4,52,75,000 (Rs.6,70,56,000 in 1939) or 114,624,000 lbs.

Coconut: The third major products of the Island are coconuts and coconut products which normally account for about one-seventh of the total export value. The dried nut is called copra and from it a valuable oil is extracted and the residue becomes cattle food.

Live-Stock: In 1938, the live-stock of Ceylon consisted of 1,350,000 horses; 1,670,000 horned cattle; 63,000 sheep; 37,000 swine; and 233,000 goats. There is an up-to-date Government-owned dairy with nearly 260 heads of cow.

FORESTRY: Ceylon is rich in valuable woods which include ebony, satinwood, jak, milla, palu, halmilla, munamal, mendora, hora, lunmidella, dun and domba.

FISHERIES: Numerous variety of fish abounds the waters about Ceylon. The north-

教育 土着語学校は官立一、四四七校、補助学校三、〇一五校、無補助学校九七七校、英語学校は四〇〇校に上る。王立専門学校及び師範学校はそれに附属する英語使用学校と共に政府の設立する所である。高等教育としては一九二一年開校した大学の外に工業学校、産業学校等が設けられてゐる。

交通通信 一九三七年にセイロン諸港に出入した船舶の総噸數は一、〇五四、〇〇〇噸で、そのうち英國船が七、一五六、〇〇〇噸を占めてゐる。又全島の鐵道の延長は一九三七年末現在に於て一、五三〇浬を數へる。

産業 主要なる産業は農業である。セイロン全島の面積一六、六〇〇平方浬のうち約二〇・三% 三二〇平方浬は耕作地、約一、八四〇平方浬が牧養地である。

農業 一九三七年に於ける主要生産物の耕地面積は米三、四四〇平方浬、その他の穀物四二〇平方浬、茶二、二六〇平方浬、ココナツト四、四〇〇平方浬、ゴム二、四四〇平方浬と見積られる。

茶の栽培はセイロン産業の中樞である。其の歴史は比較的新しいが、長足の發達を遂げ産出額は全世界の三分の一に達する。一九三八年に於ける茶の輸出は一七、三四、二一、〇〇〇ルピー（一七六、八〇四、二五〇斤）に上り大半は英本國へ送られてゐた。

ゴムは中央山地の西南山腹に産し、其の輸出額は一九三八年に於て四、五二、七五、〇〇〇ルピー（八五、九六八、〇〇〇斤）に達し茶に次いで居る。

ココナツトは西南部殊にその海岸地帯に多く栽培され、セイロン島第三位の輸出品となつてゐる。

畜産業 一九三八年に於ける家畜數は馬一、三五〇、〇〇〇頭、牛一、六七〇、〇〇〇頭、羊六三、〇〇〇頭、豚三七、〇〇〇頭、山羊二三三、〇〇〇頭である。

林業 林産には椰子が最も多く、カラマンデル、黒檀等の木材も産出する。

漁業 未だ幼稚の域を脱せず、四圍の海岸でシンハル人やタミール人達に依つて原始的漁業が行はれてゐる。併し近時冷凍方法が利用され始め、

east sea-board is particularly noted for its teaming fishing grounds. The Island is also well-known for its ancient industry, namely, pearl diving.

MINERALS: The output of a superior grade of plumbago is most famous, with 160 mines working in 1938, and its export for the same year amounted to 237,000 cwts. valued at Rs. 17,47,000. Other leading minerals include gold, thorium, and monazite.

INDUSTRIES: Home industries are confined to weaving, basket-making, tortoise shell ware, pottery, jewellery, metal and lacquer work, including gold, silver, brass ware, carving, etc. Major manufactures are largely taken up by agricultural products, such as tea, coconut oil, citronella oil, etc.

FOREIGN TRADE: During the year 1938, imports were valued at Rs.23,55,29,000 and exports at Rs.28,48,23,000.

Of the exports, shipments of tea in 1938 accounted for 65.4 per cent of the total value. Rubber represented 17.2 per cent and coconut products contributed 13.1 per cent, of which the share of coconut oil was 5.4 per cent, copra 3.3 per cent, and desiccated coconut 1.7 per cent.

The following table gives the values of the principal foreign trade of Ceylon for the years 1937 and 1938.

Values of Principal Exports & Imports of Ceylon, 1937 & 1938

EXPORTS			IMPORTS		
	1937	1938		1937	1938
	Rs. 1,000	Rs. 1,000		Rs. 1,000	Rs. 1,000
Cocoa	26,23	14,31	Rice & Paddy	5,09,73	5,48,90
Coconut, Fresh	6,21	6,35	Wheat Flour	22,87	18,84
Coconut, Desiccated	68,70	43,99	Pulses	19,36	23,32
Rubber, Raw	7,70,10	4,52,75	Fish: { Dried or Salted	1,00,67	95,27
Coir Fibre	39,05	29,83	Maldiva	37,34	40,69
Coir Yarn	10,38	9,17	Curry Stuffs	43,37	40,38
Spices: { Arecanuts	8,44	10,31	Sugar, Refined or Candied ...	72,65	79,43
Cinnamon	20,56	15,67	Cotton Piece Goods	1,79,62	1,53,00
Copra	1,25,11	87,83	Silk: { Broadstuff	27,22	19,30
Tea	17,01,19	17,24,21	Artificial	21,46	18,29
Papain	4,21	4,19	Iron & Steel	1,07,43	89,79
Hides & Skins, Undressed ...	4,61	1,38	Machinery	48,34	46,20
Leather, Tanned	84	60	Kerosene Oils	38,48	36,96
Oils: { Cinnamon Leaf	4,24	4,16	Motor Spirit	70,72	62,05
Coconut	2,00,61	1,15,36	Petroleum, Crude	1,12,19	1,33,43
Coconut Poonac	24,38	26,94	Coal	75,82	61,63
Plumbago	23,01	17,47	Chemicals, Drugs & Colors ..	47,96	43,82
Shells, Chank	26	16	Rubber: { Raw	23,80	13,27
Tobacco, Unmanufactured ...	7,10	6,31	Tyres & Tubes	22,89	18,42
			Soap	19,49	17,39
			Tea Chests & Shooks	30,79	43,80
			Vehicles	84,86	70,65
			Fertilizers	77,29	76,29
Total	33,16,07	26,35,35	Total	24,26,00	23,55,29

漁業局の奨励も與つて附近にある有望なベドロ漁場やワツヂ漁場にトロール漁業へ行はれんとする勢になつてゐる。

眞珠採取は古くから行はれて有名であるが、ブツターラムからアダムス・ブリツヂに至る所謂マナール灣のものが最も多い。ツリンコマリー附近のタムブレガム湖にも眞珠漁場がある。

鑛業 セイロンには諸種の鑛物を産し、其のうちで最も重要なものは黒鉛である。一九三八年就業中の黒鉛採鑛場は八一箇所を數へ、その黒鉛輸出額は一七、四七、〇〇〇ルピーに上り、主として英本國及び北米に輸出されてゐた。

其の他の鑛物としては金、ナトリウム、及びモナザイト、寶石があるが、寶石はマタラ地方に數百の採取場がある。此處より産するものはサファイヤ、ルビー、月長石、猫眼石等が主なるものである。

工業 製造業で比較的規模の大きいものは、農産物關係に限られる。即ちココナツト油、茶、ゴム、繊維等の製造工場が之であり、其の他には木材工場、清涼飲料製造、製氷等の工場を數へるのみである。



COLOMBO

COLOMBO, a busy and prosperous city with a population of approximately 300,000, is the capital and the principal seaport of Ceylon.

Due to its favorable geographical position, Colombo is the great port of call and central meeting place for passengers to and from the East, Australia and Africa. The harbor, which is formed by three breakwaters with a total length of 2,200 meters, is entirely artificial, and is equipped with all the latest devices for a speedy and efficient handling of merchandise. Most of the overseas trade of Ceylon is carried through the port of Colombo. The principal articles of imports were rice and paddy, cotton manufactures, sugar, coal and coke, etc.; while the exports were chiefly tea, rubber, copra, coconut oil, desiccated coconuts, etc.

Besides modern department stores, there are numerous shops where native workmanship in the form of jewellery, silks, ivory, gold and brassware are displayed. The Pettah, lying to the east of the Fort, is the typical eastern bazaar—rows of small shops displaying an interesting mixture of wares. The Slave Island, where the Dutch housed their slaves, is now, for the main part, the habitat of Malays and Afghans. The Cinnamon Gardens, where the aromatic shrub was originally grown, is now the principal residential area of Colombo with pleasant parks, well-planned roads, pretty bungalows and the race-course, in a setting of ever-green vegetation. The Colombo Museum is a magnificent building, containing specimens of archaeological interest, such as old Portuguese and Dutch furniture, and glass Sinhalese jewellery, carved ivories, tortoise-shells, manuscripts and bronzes.

KANDY, the hill capital of Ceylon at an elevation of 512 meters, is considered one of the most picturesque spots in the British Empire. The Temple and Lake are the great features of this Hill Capital, which is a gem of beauty, surrounded by emerald hills, breaking here and there to show vistas of exquisite charm. The world-renowned Botanical Gardens of Peradeniya are 6 kilometers from Kandy by road or rail. Katugastota, where the Temple Elephants bathe, is situated on the Mahaveliganga (big sand river), 8 kilometers from the town.

コロンボ セイロン島の首府で人口二十六萬、印度洋を横ぎる船舶の寄港焦點である。歐亞を連絡する船舶はもとより、歐洲から濠洲に往復するもの、亞細亞からアフリカに至る船舶も皆此處に寄港してゐた。一九三五年の出入船舶は四、八五八隻、總噸數二三、〇二二、五八三噸に上つた。斯くの如く世界の海運上重要な位置を占めるので一八七五年から一九一二年に至る間、政府は多大の費用を投じて此の築港を完成した。港はその南岸に突角を有するのみで港灣と稱すべきものはないので防波堤を繞らし約二・五平方軒の面積を有する良港を人工的に完成させたのである。かくて西南モンスーンが巨濤を打上げる風景は港の名物とさへなる様になつた。

市街の内埠頭に接した部分はフォートと稱する昔の要塞のあつた地域で、諸官衙、銀行、會社、大商店等が揃ひしてヨーロッパの市街を見るのと異ならない。

ガレ・フェース區には陸軍の兵舎や病院があり豪華な遊歩場や運動場が連つてゐる。フォートに續く土人の居住地ベッター區に入れば、低い赤煉瓦の家々、狭い街路を牛車と共に往來する土人達これらはフォート區やガレ・フェース區に比較して面白い對照をなしてゐる。

市内にはヒンズー教、佛教、回教、キリスト教等の寺院や教會があり、南部にあるヴィクトリヤ公園、園内のコロンボ博物館等亦次いで見るべき所であらう。

カンディ コロンボから一六軒、鐵道に依つて約三時間、人口四萬を有し中央州の首都である海拔五一二米の高地に在るので氣候良く避暑地として賑はつてゐる。

市中にある新舊の宮殿や多くの寺院は徐ろに土人王國の居域たりし往時を偲ばしめるものがあり毎年行はれるベラハラ祭の行列には約六〇頭の裝飾せる象が加つて莊嚴を極める。



INDIA

Situation & Area: India is a large country projecting in a triangular shape southward into the Indian Ocean from the continent of Asia. With a total area of 1,575,277 square miles, India, in 1931, consisted of 862,769 square miles of protected native states or agencies.

Climate: The climate varies from the extremely hot regions in the northeast to cooler elevations of the northwest mountains, the whole being tropical in general character.

Population: Census taken in 1931 gave a population of 352,837,778, but since then, it has increased considerably, and the present number of inhabitants is believed to be around 400 million.

Administration: India is divided into 15 sections for administrative purposes. At New Delhi, the capital of India, there is a British Governor-General and under the Government of India Act (1935), two native legislative Chambers, the Council of State and the House of Assembly. The Governor-General, after specific consent has been obtained from the King and Parliament, may enact measures essential for the safety, tranquility or interests of India, against the wish of the Council or Assembly.

Revenue & Expenditure: The budget estimates of the Central Government in 1938-39 amounted to Rs. 1,22,27,72,000 and Rs. 1,22,18,47,000 respectively and for all Provincial Governments they amounted to Rs. 85,97,43,000 and Rs. 86,52,65,000 for the same year.

Religion: The followers, by different sects, were: 239,195,140 Hindus; 77,677,545 Moham-medans; 12,786,806 Buddhists; 6,296,763 Christians; 4,335,771 Sikhs; 1,252,105 Jains; 109,752 Parsees; 24,141 Jews and 8,280,347 described as a Tribal, who believe in magic and strive to propitiate impersonal forces.

Education: Educational institutions in India are made up of two classes, namely, the "recognized" and "unrecognized" institutions. In 1936-37, there were 219,228 "recognized" institutions with 13,257,000 students and 36,924 "unrecognized" establishments with 701,000 students. There were 16 universities, 241 arts and science colleges for men and 26 for women.

位置及面積 印度はヒマラヤ、ヒンズークシの兩山脈に依つて區劃され、三角形になつて印度洋に突き出てゐる亞細亞大陸の半島部であるが、それ自體一つの大陸としての性格を有してゐる。即ち北境は萬古不易の白雪を戴くヒマラヤ山系が屏風の如く屹立し、他の三方は海に面し、完全に印度を他の亞細亞大陸から隔離せしめてゐる。半島の殆んど中央を北回歸線が通過してをり、而してその南端たるコモリン岬は北緯八度、又北境は北緯三八度で、印度は地理的に全く赤道以北にあるが印度の南半は熱帯に屬し、北半は溫帯に屬してゐる譯である。面積は四、〇七九、三七〇平方軒ロシアを除く歐洲の總面積に匹敵する程廣大な地域を占めてゐる。

北方山岳障壁地帯を形成するヒマラヤ山系は蜿蜒二、五〇〇軒に亘る世界最高の大山脈で、エヴェレスト山（八、八七九米）を最高峰とする。此のヒマラヤ山系に源を發するインダス、ガンジス、ブラマプトラの三大河川は印度の人文發達に至大の影響を持つてゐる。

氣候 印度は前述の如く南半は熱帯に北半は溫帯圈内に屬してゐるが其の氣候は此の様に二分されてゐるのではなく、ヒマラヤ山脈以南の全地域は氣候上熱帶的季節風型をなしてゐる。

季節的變化は大體乾季と濕季との二大季節に分けられる。乾季は一、二月より五月の末迄であり大氣の著るしい乾燥、氣温の大なる較差と皆無に近い降雨との特徴を有してゐる。濕季は六月の初旬より一、二月の中旬に至る時期であり濕氣の多い海風、頻繁な降雨、氣温の較差僅少等の特徴を有してゐる。

乾季は更に冷涼期（一月の中旬より二月末迄）と暑熱期（三月より五月迄）に大別され、前期は平原地方に於ける最も暮し易い時期であるが、後期に入つて温度は追々上昇し、五月下旬に最高となる。即ち五月下旬が印度の最も暑い時期であり中部印度の最高約三四度から北部アツサムスの最低

Communications: Nearly all the railways in India are owned by the State and administered by a Railway Board, though many are leased to and worked by companies. The mileage open or traffic in March, 1937, was 43,128. The navigable waterways total 4,000 miles, and there are about 20,000 miles of highways.

約二三度に達する。

人口 一九三一年二月の國勢調査に依れば、三、五二、八三七、七七八人、そのうち男一、八一、八二八、九二三人、女一、七〇、〇〇八、八五五人であり男女の比率は一〇六對一〇〇となつてゐる。

此の三億五千萬を算する印度の住民は過去數千年に亙る各種族の移住混淆に依り多種多様の人種から成つて居り、そのうち最も主要な種族としてヒンズー族、ドラヴィダ族、チベット・ビルマ族の三つを挙げることが出来、次いで之等三者の混血に依つてアーリア・ドラヴィダ人、モンゴル・ドラヴィダ人、シシア・ドラヴィダ人、トルコ・イラン人等が雜然と住んでゐる。

政治 印度は一六〇〇年に設立された英國の東印度會社により漸次英國の支配下に入り、一九世紀の中葉に至つて現在の版圖が殆んど完全に其の統轄下に入つた。而して一八七六年のローヤル・タイトル條令に依り印度帝國と稱せられ、英國國王が印度皇帝を兼攝することゝなつたのである。

印度の統轄機構は一九一五年の印度政府條令に依つて確立せられたが、反英運動頗る熾烈となるや、新しく「新聯邦制印度憲法」(一九三五年の印度政府條令)を發布し、一九三七年四月一日を以て實施せられたのである。新憲法の規定に依れば王侯領(參加賛成のみ)と英領印度(知事を置く十一州と政務長官を置く六地方とより成る)とを打つて一丸とする聯邦制の確立の外、從來非難のあつた所謂「ダイヤーキー制」(州に於ける二頭政治)の廢止、聯邦並びに州に責任内閣制度の確立等が其の主なるものであつた。併しながら此の責任自治制も國防、外交、宗教等は「留保部門」として總督の親裁専行する所であり、或は「特殊責任事項」を設けて總督並に州知事に廣汎な獨裁的權限を賦與する等、英國が印度民衆に與へたものは完全なる空手形に過ぎない。而して其の實施期も種々の制限を附して之を遅延せしめてゐるの

である。従つて印度統治機構は今日尙舊諸條令に依て規律されて居る現狀である。

印度の政務機關は英本國に關するものと、印度に於けるものとに分離せられ、前者は印度事務大臣に依つて主宰せられ、後者は英國皇帝親任の大守兼總督に依つて統轄せられてゐる。

民政 軍政を含む印度の最高政務機關は總督行政參事會に於ける總督である。同參事會は總督を輔佐して内閣を組織し印度政府を構成する。

印度帝國は行政上直轄領と王侯領とに分けられる。直轄領は所謂「英領印度」、王侯領は所謂「印度諸國」で英國の保護下に各王侯に依つて統治されて居る。新聯邦制確立の第一段階たる知事の州自治制は豫定通り一九三七年四月一日より實施された。

立法機關として印度議會があり、總督及び上下兩院により構成せられてゐる。其の議員は上下兩院共官選、民選の併用制であり、總督は其の召集解散の權及び議會の決議を拒否する權能を有する。

大東亞戰爭勃發後英國は總督及び印度軍司令官の權限を強化し、自己の寶庫を死守せんと腐心しつつあるが、多年壓制と搾取の下に呻吟しつつあつた印度民衆は敢然起つて對英抗爭を續けつつある。

財政 現行の印度財政制度は一九一九年の印度政府條令に依つて、一九二一年四月一日以來、改正實施されたものである。州に對しては土地税、消費税、印紙税などが中央政府より移讓せられ中央政府は關稅、所得稅、鹽稅、鐵道收入などを以て其の財源に充てゐる。尙一九三七年四月一日以來新聯邦制憲法に基く州自治制の實施を以て州政府會計の完全なる中央政府會計よりの分離が計られた。一九三八—三九年度豫算に於ける歳入、歳出は夫々一、二二、二七、七二、〇〇〇ルピー、二二、一八、四七、〇〇〇ルピーである。

宗教 印度人の一生は宗教を以て始り宗教を以て終ると云はれてゐる程宗教的民族である。而して其の宗教は人種及び言語の複雑なる如く極めて雜多である。全人口の約七割を占むるヒンズー教とその約二割を占めるマホメット教が印度の二大宗教であるが、その他佛教、種族教、キリスト教、シーク教、ジアイナ教、拜火教、ユダヤ教等が行はれてゐる。

教育 印度の教育は洵に貧弱で初等教育さへも普及せず、全國民(五歳以上)のうち読み書きの出来るものは僅かに一割に充たない有様である。中等教育に於ては文化方面のみ意を注ぎ特に産業的技術教育を重んじない等凡て英國の功利的教育政策の結果に他ならない。

印度に於ける初等教育は義務制度でないが、一九一八年ボンベイに義務教育制度が布かれて以來漸次各州も義務教育制度を採用せんとする傾向にある。併し今日尙兒童の就學率極めて悪く文盲者の多いことは前述の通りである。

高等教育は大學と専門學校等より成り、大學は十六校、學生數一二、〇〇〇を數へる。大體英國の大學制度を模倣して居るが、更に是等の大學には専門學校が附屬されてゐる。右の外工業、美術工藝、農業等を教育する特殊専門學校、師範學校法律専門學校、醫學専門學校等が設けられてゐる。

交通 道路 印度の道路はカイバル峠—カルカッタ、カルカッタ—マドラス、マドラス—ボンベイ、ボンベイ—デリー間の四大幹線を中心とし、

重要な各支線は何れも是等の四幹線に結び付けられてゐる。以上四幹線の總延長は約八、〇〇〇軒にして、舗装道路は總計約三二、〇〇〇軒に達してゐる。鐵道 一九三七年三月に於ける營業鐵道の全延長は六八、八〇〇軒に上るが、そのうち印度政府所有のもの四六、四〇〇軒、印度諸邦所有のもの一一、一八一軒となつてゐる。鐵道網は印度最大の生産地帯たるガンヂス河流域一帯の地方に最も發達し、パンジヤブ州が之に次いでゐる。船舶 印度北東部には約二、四〇〇軒ガンヂス河及び二、八八〇軒のブラマプトラ河、又北西部には約二、八八〇軒のインダス河等あり、水量豊富にして水運の便多く、印度の運輸交通に寄與する所極めて大である。

印度洋は東西交通の要路を占め、而も人口多く物資豊富なる爲戦前は各國船舶の寄港するもの多く、カルカッタ及びボンベイは殷賑を極めてゐる。航空 印度航空事業は第一次歐洲大戰後次第に發達し、國際航空路の歐洲と東洋又は濠洲との連結點として重要な地位を占めてゐる。

Principal Production and Industry

The Indian Government, by checking the development in certain industries on the one hand and by boosting the production of goods having military importance on the other, succeeded in increasing the production of pig-iron from 450,000 to 1,570,000 tons; coal from 19,000,000 to 22,000,000 tons and cement, from 190,000 to 11,090,000 tons. The Munitions Supply Committee, which was already existent before the current war, was raised in status to Munitions Ministry on the outbreak of the war, solely controlling the order and delivery of war materials.

On the other hand, expansions in the munition plants were effected in rapid succession, and as a result of a plan outlined for the self-sufficiency of munitions under wartime condition, many plants engaged in the production of modern arms and explosives went into operation. In August, 1939, a cannon factory was opened in Jatuparipore, while a powder plant in Goshpur was expanded and an ammunition factory was established in Plena.

At the outset of the second World War, there was no automobile industry to speak of

産業 印度全人口の七〇%までが農業牧畜に従事して居り、工業に従事してゐるものは全人口の一割、而も其の大多數は小規模の家内工業を営むものである。尙商業従事者は全人口の五%に過ぎず、印度の生産がいかに農業に集中されて居るかを示してゐる。之は英帝國が本國工業の市場確保の爲め印度の工業化を極力阻害してゐることに基因するものである。

農業 前述の如く印度の巨大な人口の大半が農牧業で暮しを立てゐるが、そのうち地主階級は約三%に過ぎず、其の他の大部分は貧農である。

尙印度の農業に於て注目すべきは人工灌溉が極めて發達して居ること、耕作地總面積約九四〇〇〇〇平方軒の内人工灌溉を受けてゐる農地は一六八、四七〇平方軒にも及んでゐる。

主要農産物は米、小麥、甘蔗、亞麻仁、菜種、芥子、胡麻、蓖麻子、落花生、棉花、黃麻、茶、阿片、珈琲、藍、香料、煙草等である。

米はベンガル、アッサム等の多雨多濕の地方に産し、所によつては年三回の收穫がある。その産

in India, but in 1940, an agreement was reached between the Chrysler Automobile Company and the capitalists in Bombay to establish an automobile assembling plant using parts supplied by the company mentioned. Britain also felt the need of developing the shipbuilding industry in India, and subsequently, a steamship company to undertake shipbuilding and repairs was established in Calcutta.

An expansion was seen also in chemical industry. At the beginning of the current war, the Indian Government started the construction of chemical industry on a certain term, erecting benzol plants equipped with cokes furnace in Jamshedpur, expanding factories of the Tata Steel and Iron Works in Bombay and founding a fertilizer company in Mysore and Baroda under the management of the same steel company.

At Bengalope, an aircraft manufacturing plant handling different types of airplane was set up while in Alipur, a telephone apparatus company was established under the State management, founding at the same time, a plant capable of manufacturing some 80,000 gas masks a year.

AGRICULTURE: Agriculture is by far the most important occupation of the people of India. During 1936-37, the aggregate area allocated for the cultivation of various farm products was 231,900,000 acres. The most important crop is tea, which engages the daily employment of nearly a million persons. Other principal agricultural products are rice, coffee, wheat, sugar-cane, cotton, jute, linseed, rape and mustard sesame, castor seed, ground-nuts and rubber.

Tea: Tea is of primary importance of all the plantation crops in India. The greatest producing center is Assam, which usually accounts for about 60 per cent of the total output; followed by Bengal, about 25 per cent; Madras, about 6 per cent. During 1936-37, the acreage under tea cultivation totaled 834,300, the production amounting to 395,180,000 lbs.

Live-stock: In 1935 live-stock census there were 113 million heads of bovine cattle in India. There were, also, 22,114,000 sheep, 26,089,000 goats, 1,409,000 horses and ponies, 65,000 mules, 1,443,000 donkeys and 526,000 camels.

額約二千五百萬頭以上に及ぶも殆んど國民の常食に供せられてゐる。小麦はパンジヤブ州、聯合州が主産地で年産額は一千萬噸に近く、世界有數の大産地である。多く歐洲各市場殊に倫敦市場に供出される。棉花の生産額はアメリカ合衆國に次いで世界第二位であり、其の生産地はデカン高原を主とし、ハイデラバード、マドラス、ボンベイの各地に多い。大東亞戰爭勃發前我が日本は之等の重要な顧客であつた。黄麻は印度に於ける最も重要な輸出向農産物で、ベンガル州、アッサム州を主産地として居り、其の植付面積は一、六〇〇平方軒、收穫高年八、六一八、〇〇〇俵（一九三七年度）に上つてゐる。茶はアッサム州、ベンガル州及マドラス州等に産し、其の植付面積（一九三六—三七年度）三、三八〇平方軒、收穫高一七九〇〇〇噸に達し、印度輸出品中第三位を占めてゐる。

畜産業 印度は世界的に家畜の飼養の盛んな國である。殊に農業に於て使用される家畜は極めて多く牛と山羊は世界第一の飼養数を有してゐる。その主要なものは牛、水牛、山羊、馬及び小馬、驢馬、驢馬、駱駝であるが、牛は印度に於ては、宗教的慣習より食用に供せられず専ら役牛として飼養される。酪農業は非常に盛んであり、その製品は年産額八百ラク以上に達し重要な輸出品の一つとなつてゐる。

工業 印度は古來農業國であると同時に工業技術に於ても早くより發達を示し、ヨーロッパ人の侵入當時には遙かに侵略者より高度の工業技術を持つてゐた。然るに英國の印度征服後は本國工業の市場として之を保持する爲、印度工業は完全に破壊されたのである。其の後第一次歐洲大戰中先進工業諸國よりの輸入の激減と、或程度の軍需品供給者たる必要より、近代的纖維工業が勃興し、又それと並んで冶金工業及び金屬製作工業が發達した。即ち現在紡績工業はボンベイ市を中心とし製麻工業及び、金屬製作工業はカルカッタ市を中心に又冶金工業はジャムシエドプールを中心として行はれてゐる。

全人口の一割を占める工業人口千五百萬人を各種工業別に見る時、纖維工業が最も多く全工業人口の四分の一以上、被服及び裝身具工業がその五分の一を占めてゐる。其の他木材加工業、食糧品

Jute Production: India is the world's only commercial source of raw jute. On the outbreak of the current war, a jute factory which took up defense industry was placed with a huge order, and during the first six months of war, it furnished Britain, New Zealand, Iraq, the Union of South Africa, Aden, Burma and the Indian arsenals with approximately 1,000,000 bales of jute. The total amount of order accepted by the company during this period was roughly Rs. 115,000,000.

Cotton Yarn and Cloth: The cotton manufacturing industry is one of India's oldest and most important industrial enterprises. On August 31, 1937, cotton mills in all India numbered 370, with 9,731,000 spindles and 198,000 looms. During the first year of war, the order placed with the spinning company totaled 3,500,000 yards of khaki cloth and 3,000,000 yards of other cotton textiles aggregating in value to about Rs. 230,000. The amount of order for sail-cloth was Rs. 4,600,000. The woollen concerns were likewise converted into munition plants, and the order placed being so large, the labor power of handicraft had to be mobilized.

FORESTS: Approximately 20 per cent of the area is forested. During 1935-36, the area of forest land was 266,000 square miles, consisting of 106,000 square miles of reserved forests, 6,800 of protected forests, and 153,000 of unclassified forests.

MINERALS: India produces an unusually wide range of minerals. The most important minerals today are coal, petroleum, gold, lead and lead ore, manganese ore, salt, silver, tin, mica, copper, tungsten, iron and zinc.

FOREIGN TRADE: On the outbreak of the European War, the Government immediately assumed extraordinary powers under which a measure of economic control was inaugurated. Export restrictions were imposed, exports brought under control, provisions made for regulation of prices, and an organization set up to deal with problems of industrial and military supply.

India's overseas trade for 1938-39 showed a decline in both imports and exports, the former showing a decrease of Rs.20,00,55,000 and the latter, Rs.21,44,55,000. During the fiscal year 1938-39, the main decreases in exports were raw cotton, pig iron, coffee, fertilizers, black tea, etc. The principal increases in imports during 1938-39 were sugar, tobacco and machinery.

工業、皮革工業等を數へることが出来る。

印度紡績業は最近の日本紡績業の發展に最も大なる打撃を受けたので、日印會商に於て日本紡績の進出を阻止する事に努力し、輸入制限案の成立に成功したのである。現在紡績業は印度に於ける最大の工業で、ボンベイ、マドラス地方を其の中心地とする。其の施設の如きも最新式で一九三七年八月末現在に於て工場數三七〇、紡錘數九、七三一、〇〇〇、織機臺數一九八、〇〇〇に上つてゐる。同年度の綿絲産額は約五二五、〇〇〇噸、綿布産額は約四、〇八四、二七六、〇〇〇碼に達してゐる。

林業 高温多濕なるヒマラヤ山地は大なる森林に恵まれて居り、一九三五—三六年度に於ける森林の面積は總計八六六、〇〇〇平方軒にして、其の純収入は約一、五六、〇一、〇〇〇ルピーに上つてゐる。林産の主要なものはチーク材、ヒマラヤ杉、菩提樹、紫檀、黒檀等である。

鑛業 各種の鑛産物が埋藏されてゐると見做されてゐるが今日未だ開發十分ならず、其の主要なものは石炭、滿鐵、金、鉛、銀、雲母、亞鉛鑛、錫鑛、鐵鑛等である。

石炭はベンガル地方を主とし、南部のマイソール、北東部のアッサム地方にも産出する。年産額（一九三六年度）二三、〇六三、〇〇〇噸、價額四、六九九、〇〇〇磅に達するが未だ自國の需要を充すに足らない。



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CALCUTTA & BOMBAY



CALCUTTA, lying on the left bank of the western branch of the Ganges, is the chief city of Bengal with an estimated population of 1,500,000 and an area of some 8 square miles.

During 1936-37 the overseas trade of Bengal amounted to Rs.35,76 lakhs of imports and Rs. 74,90 lakhs of exports, and Calcutta possesses all the facilities of a first-class port to care for this vast traffic. In an industrial and economic sense, Calcutta has grown to be more or less synonymous with jute. Ranking second to jute is the tea trade which has its headquarters in the city. This is a factor that contributes in no small measure to the economic prosperity of the city.

Calcutta is served by three great railway lines. The Indian Railway connects the city with Bombay, the United Provinces and the Punjab, and is the outlet for the rich traffic of the Ganges Valley. The Bengal-Nagpur Railway runs through Orissa to Madras and westward through the Central Provinces to Bombay, while the Eastern Bengal Railway connects Calcutta with north and east Bengal and Assam.

Chowringhee, the main street in Calcutta, is especially well known as one of the greatest streets of the world. To the west stretches the Maidan where the statues and monuments of Calcutta are chiefly to be found. Around Dalhousie Square, the heart of the city, cluster many of the principal Government and business buildings. The Victoria Memorial takes its place as one of the great buildings of the modern world and has been frequently compared to the famous Taj Mahal at Agra.

The Hooghly River has a number of ferry services which provide attractive outings, the chief of these being to the Botanical Gardens, noted for the celebrated Banyan Tree, which is the largest in the world. Eden Gardens, Indian

カルカッタ カルカッタはガンジス及びブラマプトラ両大河の造つた三角洲地帯の中心である。ベンガル州の首府で、ガンジス河の一分流フーグリ河に沿ひ、對岸のハウラを合せて人口一五〇萬（一九三一年）に達し實に印度第一の都會を形成してゐる。

一七〇〇年ベンガル州の太守アザム王が東印度會社にこの邊を譲渡したので英人は城砦を築いて外敵に備へた。これがカルカッタの今日ある歴史の第一頁である。其の後一七七四年初代總督ヘースティングスがベンガル州の知事として來任して以來、諸種の施設が着々實行に移された。引續き印度總督の駐在地となり、鐵道及び水運の便よく殷盛を極め、全印度の首都として重きをなした。併し年平均氣温二五・五度の炎熱低濕な地にあるので一九一二年總督府はデリーに移轉し、今やカルカッタは純然たる經濟都市となつたのである。

貿易港としてのカルカッタは決して良港とは稱せられない。河口からフーグリ河を溯ること一三〇軒の上流にあり、植物園の南方に設けられたキング・ジョージ・ドック其の他の船渠を利用して大船を繋留し、小汽船は河岸に繋留して荷役を行つてゐる。従つて一萬噸を超える大船の溯航は相當に困難であるがベンガル灣岸に於ては本市及びマドラス以外に港灣の見るべきものがなく、しかも本市が東部及び中部印度の物資集散の中心をなすために、貿易額は一〇億ルピーの巨額に達し麻類、茶、小麥、米、阿片、油種、皮革等の輸出、綿織物、砂糖、鐵器、絹織物等の輸入に當つてゐる。これを全印度の總貿易額に比較すると輸出に於て約五〇%、輸入に於て約四〇%が毎年カルカッタ港より出入して居ることになる。

フォート・ウィリアム（城砦）は市の中心に位し、複雑な多角形の城で、周圍に濠を繞らし、その西方はフーグリ河に臨み他の三方は綠色豊かな芝の廣場、所謂マイダンとなつてゐる。其の北に隣してエデン公園があり、涼味擱すべき池畔にはビルマの佛塔や獅子像が配置され、音樂堂もあつて夜の爽涼を味ふことが出来る。道路を隔て、チョウリング街にはマイダンに面して博物館がある。更にマイダンに沿つて南下すれば白壁の大建築ヴィクトリヤ記念堂が立つてゐる。七六〇萬ルピーを費して完成したルネッサンス式の豪華建築

Museum, St. Paul's Cathedral, the Temple of Kali, Parsi Towers of Silence, Jain Temple, etc., are other principal sights worth visiting. Near the center of the city are the Zoological Garden and Belvedere, and St. John's Church or the "Old Cathedral" at Council House Street within a short distance from the residential district of the city.

BOMBAY, has an approximate population of 1,200,000, and is one of the largest and most important of the cities and ports of India. Its situation on the western seaboard has given Bombay an immense sea-borne trade.

The harbor accommodations are commodious and well equipped with modern handling devices. The docks and depots are served by the Port Trust Railway, which connects them with the main railways by means of a large interchange yard at Wadala.

The chief items of import are coal-tar dyes, machinery and mill-work, metals and ores, mineral oil, sugar, raw cotton, silk and woollen manufactures, artificial silk and cotton piece goods, vehicles, etc., while principal exports consist of raw cotton, raw hides and skins, manganese ore, cotton twist and yarn, raw wool, seeds, cotton piece goods, etc.

The Apollo Bandar, on which stands the Gateway of India, is one of the finest super attractions of Bombay. About 6 miles from Apollo Bandar on Elephanta Island in Bombay Harbor are the Caves of Elephanta which are of great archaeological interest. The most important is the Great Cave, wherein stands a colossal statue of Shiva, the three-headed bust of Trimurthi which is entirely hewn out of solid rock and measures 130 feet from the front entrance to the back.

Of historical interest is the old Fort of Bombay on the southeast extremity of the island. Other principal places of interest are the University Library and Clock Tower (Rajabai Tower), the Town Hall, the Prince of Wales Museum, Government House at Malabar Point, Municipal Buildings, the Parsi Towers of Silence, High Court, Prince's Dock, the Yacht Club, Mint, Victoria Gardens, etc.

Hotels: Among several hotels in the city, the Majestic is recognized as the most popular rendezvous of the elite, because of its central location, and its standard of comfort and refinement.

Other principal towns are: Madras, (Pop. 647,000 in 1931); Hyderabad, (467,000); Delhi, (447,000); Lahore, (430,000); Ahmedabad, (314,000); Lucknow, (275,000); Mangalore, (306,500); Karachi, (264,000); etc.

で、地上約六五米の高塔の頂上には勝利の女神像が立つて居り、英帝國印度統治の勝利を物語つてゐるやうである。之に隣して西側には大競馬場がありその南に動物園がある。園内頗る廣く、各種の猛獸、毒蛇、鱷等が自然の儘生活して居る様は流石に熱帶印度を思はしめるものがある。

マイダンの中央を貫いてレッドロードを北上するとダルハウジー・スクエアに出る。此處を中心にして純歐風の建築物が櫛比し、諸官衙、銀行、會社等が立ち並び繁盛を極めてゐる。これより以北は印度人街で、肩摩袂撃の盛況と一種汚穢の感とを抱かせる。市の南方住宅地バリガンジー附近は、歐洲人の邸宅多く、印度人の富者の住宅が之に混在してゐる。

日本の各會社が多かつたクライブ街を北に進みハリソン街に出で左折しフーグリ河を渡ればハウラー驛に出る。此處はマドラス行、デリー行等の汽車の發着所としてカルカッタ市の玄関をなしてゐる。左折して陸橋に依る夥しい線路を越えると一面の工場地帯となり、綿絲、黃麻工場その他綿絲紡績や製粉製紙等の工場が相連り黒煙は天に漲つてゐる。

植物園に入つて先づ驚くのは一本よく三〇〇米四方を被ひ盡す榕樹の偉觀である。又園の入口に並ぶ大王椰子の並木も美事であり、園内の隨所に走るドライブウェイは數ヶ所のグリーンハウスと共に暑熱に悩む人々の優しき憩である。

ボンベイ はボンベイ州の中央部、西ガーツ山地より西に流出するパツセイン・クリークの河口附近に横はるサルセツト島の南端に續くボンベイ島上に在り人口一、一六一、三八一人を有し印度には少い自然港である。背後は西ガーツ山脈が迫つて後背地に乏しい憾はあるとしても、世界に於ける有數な良港の一つであり、カルカッタに次ぐ第二の都會となつてゐる。ボンベイ島は南北長さ約一八軒、東西の幅約五軒で、島の南バック灣は水淺く利用價値なく、港の主要部は東岸のボンベイ灣岸にあつて多くの船渠や繋船岸壁等が設けられてゐる。港の岸壁には「ゲート・オブ・インディア」と大書した門が海に面して立つてゐる。

ボンベイはデカン高原方面の棉花の大集散地で従つて印度第一の綿工業地である。市の内外の紡織工場數七四、鍾二、九八五、〇〇〇、織機六八

三〇〇台（一九三六年）を有し、貿易港としてもカルカッタ港に次いで第二位であるが棉花の輸出額は首位を占めてゐる。

一六六八年英國東印度會社が此の地を治めてより、一七〇八年同會社はスラトの商館を此處に移し印度經營の本據としたのでこれより急激に發展するに至つた。英國がマラーツタを征服し、デカンを併せてから益々ボンベイの地位が高まり、更に十九世紀半以後島内諸鐵道の建設とスエズ運河の開通、紡績工場の建設等は飛躍的發展に導き印度半島西岸の大門口として今日に及んでゐる。

ボンベイは又印度本土に於ける唯一の軍港で英國は鋭意其の防備施設の擴充を計つてゐる。コロンボ、ツリンコマリが甚だ危険となつた今日ボンベイが英國印度艦隊の最後の逃避地となつてゐるであらうことは容易に想像し得るが、同港の門が彼等の印度より出づる門となる日も遠くはないであらう。

マドラス マドラスはコロマンデル海岸の中央部ベンガル灣に面する港で、マドラス州の首府であり人口六四七、二三〇を有し印度第三の大都市

である。市は東西約六軒、南北に細長く海岸に沿つて延びること約一四軒、市の東北部は海に面して港部をなし、主要商業區として殷賑を極めジョージ・タウンと呼ばれてゐる。此の地より南に接してセント・ジョージ要塞があり此處に政廳其の他の諸官衙が置かれジョージ・タウンの運河を隔て、西は工場及び土人區となつてゐる。市の中央を東に流れるクーム河の南部及び南西部が歐人及び貴族の住宅區で、官衙、寺院、病院等が散在してゐる。

港は一直線の海岸に莫大な費用をかけて防波堤を築き、辛うじて港として使用してゐるのであるが水深の浅いといふ欠點を残してゐる。市は棉花米其の他の農産物を集散し又紡績、染織、機械、セメント、煙草等の工業が行はれ、對外貿易に於ては貿易額約二〇億七千萬ルピー（一九三四—三五年）でカルカッタ、ボンベイ、カラチの諸港に次ぎ印度第四位を占め、主として皮革、油種、棉花、クローム及びマグネサイト等を輸出し、木材、石炭、石油、穀物、機械類等を輸入する。

ESTABLISHED 1910

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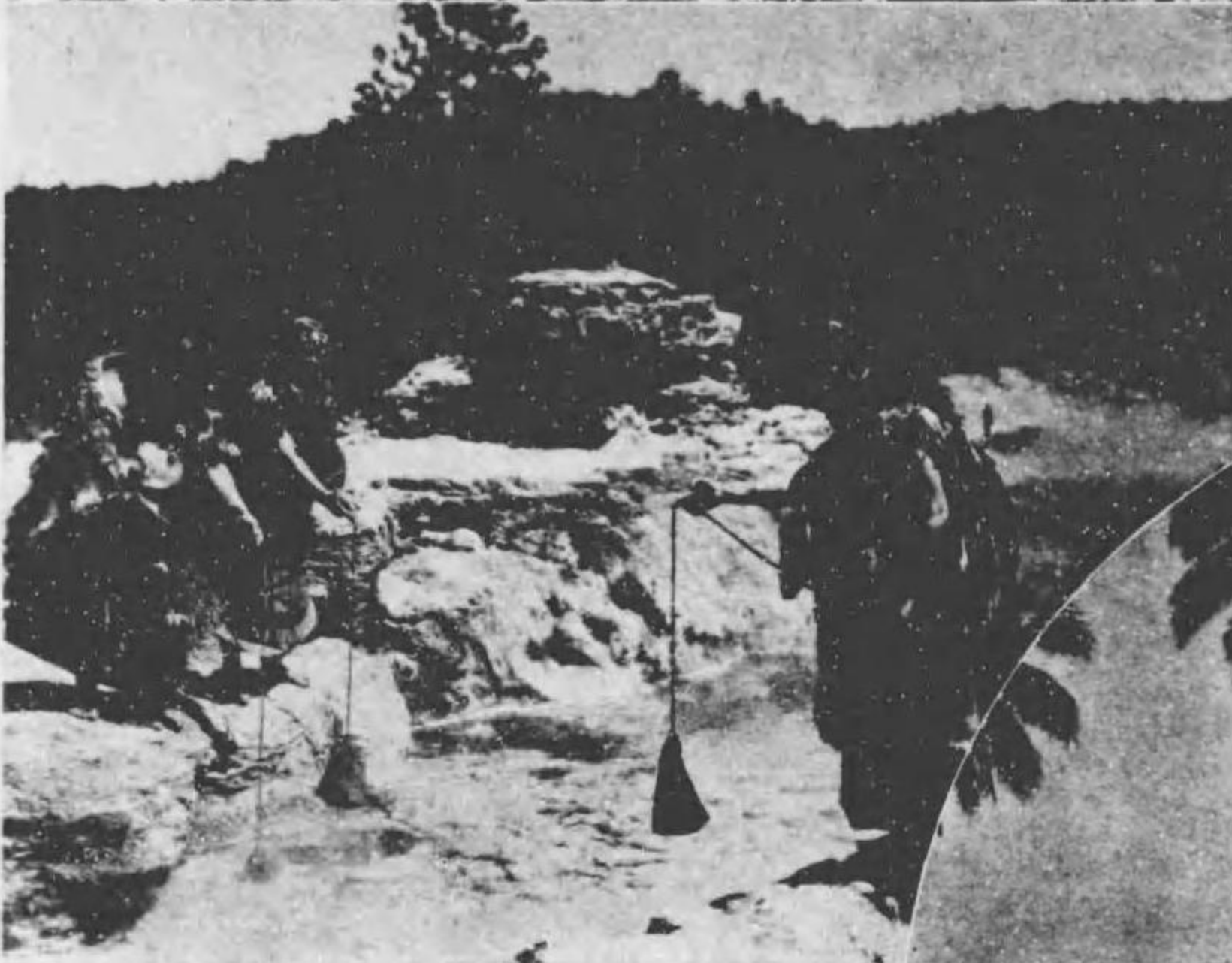
メルボルン コリンス街

Collins Street merits first rank among all fine thoroughfares in Melbourne. The road, lined on both sides by modern buildings and skyscrapers, is kept clean at all times.



ウェリントン港及市街

A portion of the land-locked harbor and shipping facilities of Wellington, the capital city and the principal distributing port of New Zealand.



マオリ族

Maori women cooking their food in one of the hot pools in Rotorua, in the North Island of New Zealand.

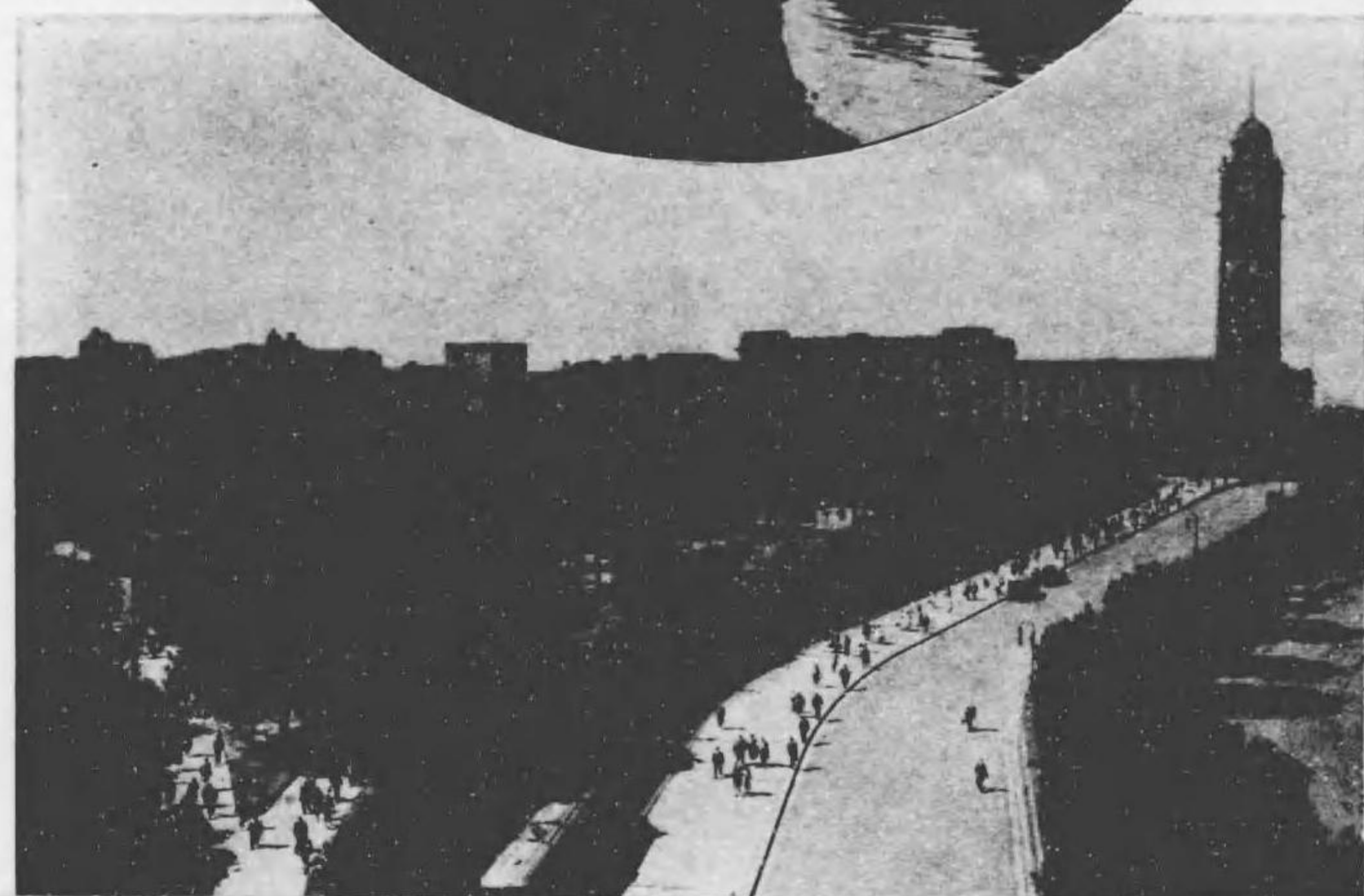


太平洋島嶼風景

Typical Tahitian sunset, a reminiscence of romance to some and, perhaps, a heartache to others.

シドニー中央停車場

A stately structure of the Central Railway Station in Sydney, New South Wales, and its beautiful surroundings.



AUSTRALIA

Situation & Area: The Australian Commonwealth, which includes the island of Tasmania, is situated between the Indian and the Pacific Oceans 10° below the Equator. The aggregate area of the Commonwealth comprising two Territories and six States is approximately 76,749,700 square kilometers, of which five-thirteenth is situated north of the Tropic of Capricorn.

Climate: The range of summer and winter temperatures in Australia increases with the distance from the coast but even in the interior, where the heat is greatest, the nights are cool, and the extreme dryness of the air renders it easily bearable.

Population: The population of the Commonwealth of Australia in 1938 was estimated at 6,982,520, including full-blooded Australian aborigines numbering 55,000.

Administration: The legislative power is vested in a Federal Parliament consisting of the King, represented by the Governor-General, a Senate, and a House of Representatives. Senate has 36 members, six from each of the Original States by voting as one electorate, for a term of six years. The House of Representatives, similarly elected but proportionate to the population, is composed of 75 members.

Revenue & Expenditure: The budget for 1940-41 was estimated at £A.150,000,000 and £A.276,000,000 respectively for revenue and expenditure, but the amount in 1942 has reached an astronomical figure to cover the war requirements.

Religion: There is no State-established religion nor are any religious distinctions operative in public affairs. Christianity, however, predominates.

Education: Primary education is free and compulsory. Besides the ordinary State schools there are high and technical schools, agricultural colleges as well as an University established in the capital of each State.

Communications: The total length of Government and private railways open for general traffic is 27,973 miles. Regular subsidized aerial services are in active operation among the principal cities, and radio is in great vogue. Wireless stations are established in all the State capitals and in other places.

位置及面積 濠洲聯邦は南半球中にある世界最小の大陸、且世界最大の島であり、南緯一〇度四七分から三九度一分、東經一一三度から一五三度三〇分の間に位してゐて、東西約三、八〇〇軒南北約三、二〇〇軒、總面積は七百七十萬平方軒である。

其の地形は概してアフリカ大陸に似て單調である。海岸には絶壁多く、特に東岸及び西岸は山脈が海濱に迫つて断崖をなし、東南部以外には良港が乏しい。一般に高原性であり、之を大別して東部高地、中央低地、西部臺地の三地域となし得るが、東部高地は略ぼ南北に孤狀をなして走る長大山脉であり、西部臺地は河川少く高度の差の少い不毛の臺地となつてゐる。

氣候 濠洲大陸は緯度三八度以上に互つてゐるにも拘らず、氣候の變化は他の大陸に比し非常に少く、北半球の同緯度地方よりも寒暑共に溫和である。

南回歸線が本大陸の中央部から稍北方を通過してゐるため、其の約五分の二は熱帯に屬し、他は溫帯に屬してゐるわけである。北岸地方では年平均氣溫攝氏二六度乃至二八度に上るが、南岸地方では一二度内外であつて、メルボルンを最低とする。海岸地方特に東岸地方は氣候極めて溫順であるが、内地は乾燥が甚しく、純然たる大陸性氣候を呈し、寒暑の差が著しい。

雨量は風向及び暖流の關係上東岸に最も多く、内地に至るに従ひ減少して、中央平原より西部高原に至る地方は雨少く廣大な沙漠地帯を形成してゐる。

人口 一九三八年六月末現在の總人口は原住民を除いて六、八九三、〇八二人（男子三、四八七四〇五人、女子三、四〇五、六七七人）でその九割九分までは英國系にして、原住民は各種族を加へて五萬數千に過ぎない。人口密度は一平方軒につき〇、二人であつて文明國中最も稀薄な國土であり而も其の大半は都市に集中してゐる。

政治 濠洲聯邦は六州より成る英國の自治植民地にして、一九〇一年より聯邦制が施行された。政治上の全権は英國皇帝にあり、その任命にかかる總督が之を施行するのであるが、總督は一種の名譽職で、議會の召集、解散を命ずる等が其の任務であり、實際に政治を司るのは内閣の首班即ち下院の多數黨の首領である。現在濠洲には完全な政黨政治が行はれて居つて、議會は上下兩院より成り立法を司る。上院議員は各州から六名を出して總數三六名、任期は六年でその半數を三年毎に改選する。下院議員總數は七三名で、各州の人口に比例して選出され、任期は三年である。

宗教 濠洲人は殆んど全部がヨーロッパ人、殊にイギリス人及び其の子孫であるから、其の宗教も勿論キリスト教で、それも英國教會教徒とカトリック教徒が大部分を占めてゐる。併し今日濠洲の國民は概して宗教的でない爲教會の勢力は極めて衰へてゐる。

教育 教育は濠洲全土に亘つて普及してをり、無學文盲の者は殆んど居ない。州によつて義務教育年限に多少の相違はあるが、概して六歳から十四歳までである。初等教育の他、中等教育機關、高等教育機關、専門教育機關に大別されるが、大學は各州に一校づゝ設けられ設備も良好である。

Principal Production and Industry

Rich as she was in various natural resources, Australia placed keynote on the basic industries such as live-stock farming, agriculture, dairy products, plantation, mining, forestry, etc. developing the secondary industries from these enterprises. Of the basic industries, the biggest was the live-stock products centering around wool, followed by agricultural products centering around wheat; dairy products; mineral products and forestry. Of the total production of the country, the basic industries occupied 62.32 per cent while the remaining 37.68 per cent comprised technical products.

LIVE-STOCK FARM: Australia is the foremost wool producing country in the world, and at the same time, the biggest wool exporting country. Approximately one-sixth of the total number of sheep in the world is raised in Australia, and the wool production of the country is equivalent to about one-fourth of the wool produced in the world. The number of sheep raised during 1939 reached an enormous figure

交通 道路 土地廣大なる爲道路は充分に發達するに至つてないが、それでも各都市を結ぶ主要幹線は約五萬六千軒に上る。鐵道 國有鐵道は一九三七年六月末に於て四萬三千軒、又私設鐵道は一千三百軒となつてゐる。其の鐵道は不統一で、州を異にすれば一層の不統一を示し、軌幅も區々である。併し近年シドニー・ブリスベン線で標準軌道が敷設され、濠洲横斷鐵道で、西オーストラリアの金産地カルグアリーと、南オーストラリアのポート・オーガスラスとを連結する標準軌道線がレツドル延延長した爲各州首都間の交通は非常に改善された。此の他電車の總延長は一九三八年現在九千三百軒に上る。船舶 一九三八年度の入港船舶は一、九〇五隻七、一二八、四〇四噸に及びそのうち英國船が七二・三六%五、一五八一五噸を占めてゐる。一九三七年度に於けるオーストラリア在籍の船舶數は帆船一、三三五隻、三七、八八〇噸汽船七〇二隻、二四八、〇三一噸合計二、〇三七隻、二八五、九一一噸に及ぶ。航空 一九三九年第二次歐洲大戰が勃發する迄は飛行機の數も餘り多くなかつた。併し戦争開始後は軍事上商業上兩方面の必要に迫られて急激に進歩した。

産業 濠洲は天然資源に富む國であるが、其の開發利用は未だ充分とは云へない。従つて其の産業も殆んど農業、牧畜業、鑛業の如き原始的産業であり、多く原料生産を目的としてゐる。

農業 は濠洲最大の産業である。而も其の農耕面積は八八、八〇〇平方軒に達するがそれは全國土の僅か一%強に過ぎない。之を見ても如何に濠洲が廣大な面積を不生産的に放置してゐるか判ると同時に今後の發達は大いに期待すべきものがある。農産物の主要なるものは小麦を最大とし、燕麥、大麥、玉蜀黍之に次ぎ、其の他馬鈴薯、甘蔗甜菜、葡萄、果實、牧草である。

一九三八年度に於ける小麦の作付面積は五五、六〇〇平方軒で其の收穫は六、七四一、二一六軒であつた。其の他大麥が三九〇、〇〇〇軒、燕麥が六一八、〇〇〇軒、玉蜀黍が二四五、〇〇〇軒

of 115,000,000 and the wool production, about 983,000,000 pounds which, in value, is estimated at roughly £A.42,000,000.

Particular attention should be drawn to the fact that Britain, simultaneously with her declaration of war on Germany in 1939, enforced a system whereby it was made possible for her to requisition the wool production of Australia and New Zealand. The system, which is to remain in force until one year after the termination of hostilities, authorizes Britain to purchase the entire production of wool at a certain fixed value.

The total number of cattle in Australia is about 13,000,000 heads; horses, about 1,700,000 and pigs, about 1,200,000 heads. The annual meat production of the country, principally beef and mutton, is over £A.27,000,000 but a greater part is consumed at home with the result that only 20 per cent of beef and 30 per cent of mutton are exported abroad, chiefly to Britain.

Hides and skins are exported in large quantities. About 60 per cent of the total cattle hide production is exported to the United States while 60 per cent of sheep skin is sent to France. About 80 per cent of the production of rabbit pelts is also supplied to the United States.

The principal item among the dairy products is butter, which comprises about 50 per cent of this industry. As an export commodity, its importance is next to wool and wheat, and the best customer is again Britain which imports about 90 per cent of the total butter export of Australia. Cheese, egg, milk, ham, bacon, etc. are among the dairy products of lesser importance.

AGRICULTURE: The total area of farmland in Australia is roughly 20,000,000 acres, or only about one per cent of the total area of the country but nevertheless, wheat, oats, barley, maize, potato, sugar-cane, red-beet, grape and varieties of fruits are grown in large quantities.

Wheat is cultivated in a comprehensive area covering about 60 per cent of the entire arable land and occupies about 40 per cent of the total amount of agricultural products, its position in the economic structure of the country being as equally important as the wool industry.

The ratio of export as against the country's wheat production is between 60 and 70 per cent, forming a typical export industry of Australia. Apples, pears, and grapes are also grown and exported to foreign countries.

MINING: Gold occupies a primary position among the mineral products of Australia and it was the richness of its deposit that hastened

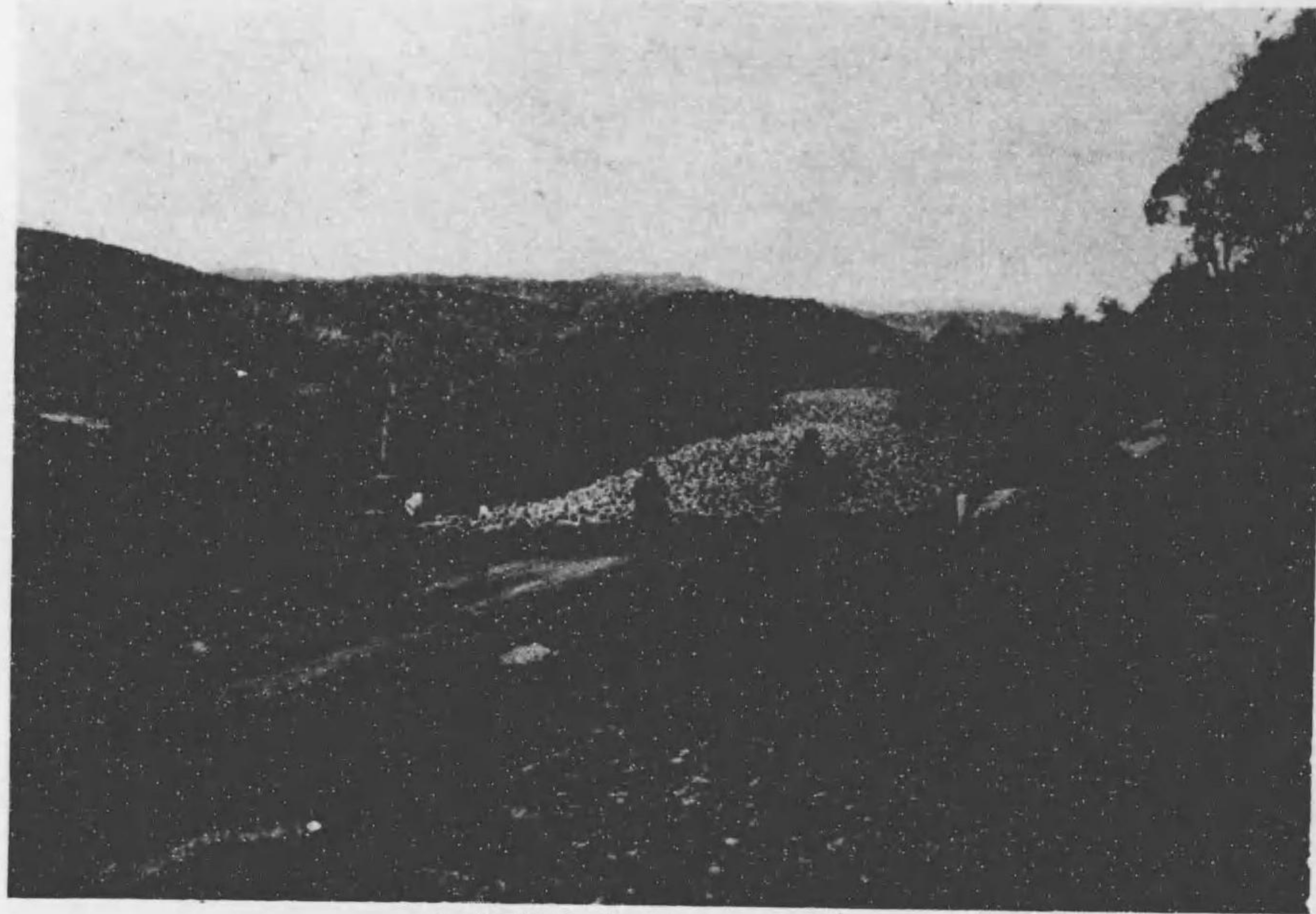
の收穫を上げてゐる。而して全農産物の價格は九三、二二九、〇〇〇磅に上つた。

畜産業 濠洲に於て牧畜は農業と並んでの二大重要産業で、羊、牛、馬、豚及びそれらからの製産物は濠洲の富の主要素を構成してゐる。其の内でも羊に至つては一九三七年末現在一一三、三七二、五七八頭に達し、牧羊國アルゼンチンを凌ぎ世界第一である。従つて羊毛の產出量は九八五、〇〇〇、〇〇〇封度に上り、世界產額の三七%強を占めてゐる。而も量の上だけでなく質に於ても斷然他を壓し、其の輸出額は毎年二、五八三、〇〇〇俵を下らない。産地は殆んど全國的であるが就中ニュー・サウス・ウェールズ州が第一でありヴィクトリア州、クィンズランド州が之に次ぐ。羊の他牛、馬、豚の飼育も盛んであつて一九三七年末現在の頭數は牛一三、〇七八、三五六頭、馬一、七四六、五一三頭、豚一、一〇〇、〇八二頭である。従つて之等家畜より得られるものの、加工業も良く發達し、一九三五一六年度に於けるバターの產出量は四三三、七二二、四七五封度、チーズ三八、五九八、七一六封度、ベーコン及びハム七七、六五五、一七八封度に上つてゐる。

林業 濠洲は其の面積の大なる割合に、森林地帯は極めて少い國で一〇〇、〇〇〇平方軒に過ぎない。そのうち六五、九一七平方軒は永久的森林地帯として指定されてゐる。之等の森林の内サウス・オーストラリア州とニュー・サウス・ウェールズ州の森林地帯は面積狭小の割に良材を産する。殊に濠洲特産とも稱すべきユーカリ樹は成長の速やかなことと良質を以て名高い。

鑛業 鑛業は今日の濠洲にとつて未だ重要な産業とはいはれないが、金埋藏量の豊富なことが、濠洲をして今日の如く開發せしめた主要原因である故現在に於ても金の產出多く一九三七年度一一九八四、一〇〇封度、南河聯邦、アメリカ合衆國に次いで世界第三位を占めてゐる。

其の他石炭七、六六二、二二〇封度、銀及び鉛五〇、八二〇、一〇〇封度、銅一、一六三、四一〇封度、錫八六四、一六〇封度及び鐵等が主要なる鑛産物であつて、一九三七年度の全鑛産物の產額は三一、七九〇、一六〇封度となつてゐる。



大規模な濠洲の牧羊風景

Sheep-raising, the principal industry of Australia, is being carried on a grand scale.

the development of the country. Since 1857, when alluvial gold was first discovered in Victoria, a radical development was witnessed in Australia and even today, she is third among the gold producing nations of the world surpassed only by the Union of South Africa and the United States. The richest coal bed in Australia is located in New South Wales while other mineral products such as silver, lead, copper, tin and iron are also produced in the country.

Economic Trend and Foreign Trade of Australia

The outbreak of the European war in September, 1939, saw widespread changes in the condition and structure of the Australian economy. Government regulations soon began to control the flow of trade, foreign exchange, investments, prices, production, and distribution—all activities being directed toward bolstering the military and economic defenses for maximum war effort. Production activity was diverted toward materials directly or indirectly linked to defense, particularly armament, aircraft, and shipbuilding.

FORESTRY: Of Australia's total forest area of 24,500,000 acres, 17,110,940 acres have been permanently reserved for timber. Trade circles predict if present drastic restrictions on imports of timber from North America continue for two or three years, Australian timber will become so well accepted that imports of timber from North America may never regain their former volume.

For the purpose of preventing the outflow of war materials to countries other than Britain, the Australian Government introduced a permit system whereby the export and import of clothing, hemp cloth, jute, iron, canvass, mining utensils and petroleum were made subject to official sanction since May 1st, 1940, while the export of zinc, cobalt, copper, nickel, iron and steel wares, aluminium, medicine and chemicals and drugs was prohibited in the absence of a permit from the Ministry of Munitions.

SYDNEY & MELBOURNE



SYDNEY, the capital of New South Wales with a population of 1,288,000, is the largest city in the Commonwealth of Australia. The climate is ideal, the mean temperature being 71° F. in summer and 45° in winter.

With a waterfrontage of 188 miles, the Sydney harbor contains innumerable inlets and picturesque bays. The dock accommodation includes four large graving docks, five floating docks, and seven patent slips. The principal wharves are located close to the business-center. There are excellent facilities for handling cargo, storing and loading grain in bulk or bags and also for replenishing coal and oil bunkers.

The Sydney Harbour Bridge, connecting the city with the northern suburbs, is 550 meters long and 48 meters wide, and contains 52,300 tons of steelwork. The highest point of the arch is 133 meters above water-level, and provides a clearance for vessels of 51 meters. It is one of the largest single-span bridges in the world, having taken seven years to complete at a cost of nearly ten million pounds.

Wool is the principal export product shipped from Sydney. Approximately one-half of the country's wool crop is produced in New South Wales and, except for small quantities disposed of at Newcastle and Albury, this product is delivered to Sydney, the premier wool market and wool exporting center of the world. Wheat and flour are also exported in large quantities, and other important export commodities handled at Sydney include butter, frozen beef, mutton, and eggs, tallow, leather, coal, timber, and hides and skins. Mineral exports are of some importance and include gold, pig lead, tin and copper ingots and matte.

In addition to its overseas trade, Sydney is the center of a very extensive coastwise trade, which distributes local and imported goods to the other ports of New South Wales and to the other Australian States.

Within twenty miles of Sydney are two great national parks, Kuring-gai Chase and National Park, each exceeding 142 square kilometers in area, the former bordering on the Hawkesbury River to the north, and the latter described as "The Garden of New South Wales," forming the gateway to the Illawarra

シドニー ニュー・サウス・ウェールズ州の首都シドニーは人口一、二八八、〇〇〇を有し、濠洲第一の大都會である。氣候は至極良好、其の平均氣溫は夏季攝氏二二度、冬季七度で理想的である。

濠洲へ流された最初の囚人船隊の指揮官フィリップが、此の地に英國植民の第一步を印し、當時の英國植民大臣シドニー子爵の名を取つたのであるが、囚人が初めて足を踏んだ其の一角が今日繁華を極めてゐるシドニー埠頭とならうとは思ひもかけぬことであつたに相違ない。

ブリスベーンを南へ航走すること二日で、ポート・ジャクソンの入口に達する。緑の丘、赤い家根の邊り、そこにもこゝにも良灣參差して沿岸に小都市點々たる雄大なポート・ジャクソンの全景が眼前に展開されて来る。やがてカンガルー戯れるクロンガ公園の動物園が右手に現れ、左手には又濠洲海軍の根據地が眼に映じて來ると間もなく奥まつた一角に巨船を繋ぐ岸壁が幾つとなく並列してゐるシドニーの埠頭が雄姿を現す。波靜かな灣内を大小の汽艇が往來し、沿岸に散在する住宅區域とシドニー市街との間には立派な定期船が通つてゐる。

シドニー港は港灣の美と優秀なる設備に依つて世界的に有名で、ブエノスアイレス、リオデジャネイロと共に世界三大美港として知られてゐる。殊に一九三二年大吊橋が完成してからは更に其の景觀を一新した。一九三七年—三八年度に於て同港に入港せる海外貿易船は一、四六〇隻に達し、輸出貨物は一、三三五、一〇一噸、輸入貨物は二二三八、〇六〇噸の多きに上つてゐる。州内の鐵道は凡て此處に集中し、百千の貨物は此の埠頭で吞吐されるので港は絶えず活況を呈してゐる。

シドニーの市街は、ダーリング港とウールムール灣とに挟まれた舌狀の地域を占めてゐるが、郊外を包括した大シドニーは面積二四六、七二一平方軒を有する。



シドニー港橋と市街の展望
Australians hold great pride in the Sydney Harbor Bridge, the main span of which measuring about 503 meters.

district and the South Coast. Frequent services of trains and motor cars are provided for tourists visiting these two vast pleasure grounds.

At West Pennant Hills, near Sydney, a sanctuary and biological research station known as the Koala Park has been established to propagate and retain native bears in captive yet natural conditions. The growing scarcity in New South Wales of the native bear, notwithstanding that it is protected by law, has led to this special effort to increase its numbers and prevent the possibility of its ultimate extinction.

This attractive, harmless, and friendly little creature, known to zoologists as the Koala, but more popularly as the "teddy-bear," has become an object of world-wide interest. In addition to Koala, numerous kangaroos, wallaroos, wallabies, pademelons, emus, opossums and wild birds find sanctuary at the Park.

MELBOURNE, with a population of over 1,100,000, is situated on Hobson Bay, about 650 kilometers from the Heads, the channel leading into the ocean. It is the capital of Victoria and often called the "Queen City of the South." The average mean temperature throughout the year is 49.6° F., and average rainfall is 650 millimeters.

市内目貫の場所は廣大な郵便局を中心とするジョージ街、ビット街及びキャツスル・リーチ街等であるが、街路や商店の模様などは近時米國との交通が頻繁なためか稍米國化してゐる。大停車場は市の南端に位し、東北隅の高臺にはシドニー港内を一眸の下に収むる大植物園があり、そこには知事官邸や政廳廳舎等が散在してゐる。

濠洲の自然を知らうとすればハイド・パークの東側にある濠洲博物館を見落してはならぬ。之は一八二七年の創立で珍奇な鳥獸、其の他の自然物殊に太平洋各地の土蠻に關するコレクションは非常によく整頓されてゐる。

タロンガ動物園はポート・ジャックソンの港口に近い入江の一角にあり、天然の奇岩、突兀たる丘陵の起伏する間へ巧みに岩石樹木を配して自然の儘に作られて居り、今では世界有数の動物園としてシドニー市民慰安の場所となつてゐる。

メルボルン ヴィクトリア州の首都メルボルンは、ヤラ河の河口から八軒の地にあり、人口一、〇〇、〇〇〇を有する。一年の平均氣溫攝氏一〇度、降雨量六四七耗、其の緯度の關係から云へば我が國の仙臺附近に當つてゐる。

The well-equipped wharves, piers and steel sheltered sheds of the port of Melbourne provide ample and efficient berthing space for shipping from all parts of the world. The berthing space in the Port is 18,440 meters with a wharf-space area of 0.23 square kilometers. It is an important shipping and commercial metropolis, and also a great industrial center with over 9,100 factories representing a capital of £A.70,592,000 which turn out £A.116,894,000 worth of products annually.

Melbourne is a well-planned city. The famous St. Kilda Road, extending three miles, is a magnificent avenue that few cities can surpass, leading from Swanston Street across Prince's Bridge to St. Kilda passing at the foot of the colossal Shrine of Remembrance. Collins Street ranks first of all Melbourne's fine thoroughfares. Among the many gardens and parks, the Botanic Gardens of 103 acres are the loveliest in Australia. All of these gardens are maintained in such a condition that they are a constant source of delight to citizens as well as visitors.

In the Nearer Ranges, giant specimen of Australian trees are spread over endless miles. Fern bowers, streams, and waterfalls rival the attraction of the glorious panoramas which may be viewed from the hill-tops. The Dandenong Ranges can be reached by a rail journey, and the visitor has a choice of locations where comfortable accommodation is available Sasarfras, Sherbrooke, Olinda and Belgrave, and further on, many other popular resorts adjacent to the line which runs through this delightful country to Gembrook.

Upper Beaconsfield is located in the hills flanking the main Gippsland line, and from its high altitude, panoramic views of great beauty are obtained. Macedon and Woodend, on the slopes of Mt. Macedon, are popular resorts north of the Metropolis. The world-famed Melbourne Cup Race is run at Flemington, a suburb of the city. Moreover, the city includes many places for amusement and sports, such as tennis courts, golf-links, recreation grounds, theaters, etc., not to mention its splendid bathing beaches and parks.

シドニーを商業都市大阪に譬ふれば、メルボルンは官衙學校其の他の壯大なる建築物が他を壓してゐる有様は京都の感を呈する。大廈高樓櫛比して而も整然たる其の街路、壯麗雄大なる政廳、議院、博物館並びにメルボルン大學等の落ちついた

風致は、商業都市シドニーから都入りする者に穏やかな懐しさを與へる。

一八三五年（シドニー發見後四七年）タスマニアのローンセストンで組織されたバットマン・フオークナーなどの一隊がポート・フィリップに到達し、ヤラ河畔に一村を建設したのが今日のメルボルンの濫觴である。一八三七年、時の總督ブルケが當時の英國總理大臣メルボルン卿の名を取つてメルボルンと命名した。一寒村であつたメルボルンが市となつたのは一八四八年のことであるが其の後僅々八十有餘年の間に大都市に發展し、秩序ある都市計畫の下に築き上げられた都として、其の名を世界に轟はれるに至つた。

商店櫛比して人々の往來最も劇しい街路は相並行して東西に走るコリンス街とブルケ街とであるが、之等と直角に交るスワンソン及びエリザベスの二路も亦商況頗る活發にして賑かな通りである。之等の中心地帯を圍つて壯大な官衙、公會堂が立ち並んで居る。

美はしいメルボルンの市街に更に錦上添花を添えるものは、市の北隅を占める廣大な植物園である。塵一つ止めない緑の芝生に珍奇な南國の植物が生ひ繁り一入の風情が有る。小高い此處より俯瞰すれば市街全景がパノラマの如く脚下に展開する。又市の南郊ローヤルパークにある動物園は其の設備の點に於てシドニーのものに及ばないが、收容されてゐる有袋類は遙かに多數で、行人の杖曳く者が多い。

此の他メルボルンの郊外には景勝の地多く、メルボルン市民は週末、休日に足を運ぶのを此の上なき楽しみとしてゐる。即ちメルボルンの西數軒バツカス・マーシュに到れば古代氷河の遺跡が見られ、更に轉じてメルボルンの東六三軒、坦々たる郊外の道路を自動車で疾驅するとヒールズヴィルに達する。此の地を過ぎて更に北に山路を分けると濠洲アルプスの大分水嶺に到達し、其の麓に觀光客を收容する小村メリースヴィルがある。附近一帶は急湍奔馬の如く溪を洗ひ、探勝の客を喜ばせる。更に健脚を延ばしてグラント山、アーノルド山等の頂上を極めれば廣いアケロン溪谷のパノラマが眼下にあり、生ひ茂るユーカリの處女林と共にまさに仙境に遊ぶ感がある。



NEW ZEALAND

Situation & Area: New Zealand, consisting of two islands that run from northeast to southwest, is located at about 1,200 miles east of Australia and extends from a point about 35 degrees S.L. to 47 degrees S.L. Its area is approximately 103,720 square miles.

Climate: New Zealand has a moist-temperate marine climate, but with abundant sunshine. A very important feature is the small annual range of temperature, which permits rapid growth of vegetation, including pastures. The mean temperature ranges from 59° F. in the north to about 51° F. in the south.

Population: In April, 1939, the population of New Zealand, (including 81,774 Maoris), numbered 1,624,714.

Administration: New Zealand enjoys Dominion status and is governed by a Governor-General and a General Assembly consisting of a Legislative Council and a House of Representatives. The Legislative Council consists at present of 37 members who hold their seats for seven years. The House of Representatives consists of 80 members, including 4 Maoris, elected by the people for a term of three years.

Revenue & Expenditure: The budget estimate for the fiscal year 1939-40 was £NZ. 36,582,046 and £NZ. 35,772,678.

Religion: The Dominion has no State Church, and consequently, no State aid is given to any religious body. The Church of England divides the country into 7 dioceses, with a separate bishopric (Aotea-roa) for the Maoris. The Roman Catholic Church is under a Archbishop residing in Wellington.

Education: New Zealand's State primary system of education is free, secular and compulsory and conforms as nearly as possible to the democratic principle of equal opportunity. The highest educational institutions are composed of Auckland University College, the University of Otago, Victoria University College, and Canterbury University College.

Communications: New Zealand has excellent transportation facilities, with railway, motor, steamship and aviation services. There are 3,323 miles of Government railways and 198 miles of private lines. There are 12,063 miles of telegraph line.

位置及面積 ニューゼーランドは濠洲大陸の南東に位しその間タスマニア海を挟んで相隔ること約二〇〇哩、南緯三四度乃至四八度、東經一六六度乃至一七九度の間に介在する北島、南島、ステewart島、チャタム島及其他周囲の小島嶼より成り面積二六八、六三五平方哩を有してゐる。

ニューゼーランドの地勢は、濠洲大陸の單調なるに反し中世代後數度の隆起に依る山地性をなしてゐるのが特徴である。

氣候 ニューゼーランドは、土地細長く、海洋の直接影響を受ける爲概して温暖である。北島では高地の外は全く霜雪を見ることなく、極北部は亞熱帶的氣候に屬する。東岸は寒流に洗はれてゐる爲緯度の割合には溫度が低く氣候の變化も著しい。又西岸は西風が卓越する爲東岸よりも濕潤で雨量が比較的多い。ニューゼーランドの年平均氣溫は北部の攝氏一五度から南部の——度となつてゐる。

人口 一九三九年四月現在の人口は一六二四七一四人（マオリ人八一、七七四を含む）にして人口密度は一平方哩に僅か六人強に過ぎない。

先住民はポリネシア系のマオリ族であるが、現在八一、七〇〇を數ふるに過ぎず、少數のサモア人を除く外、住民の大部分はヨーロッパ人である。而もそのうち英國系人は一三〇萬余に上つてゐる。

政治 ニューゼーランドは一九〇七年以來、自治領となつたもので、宗主權は英國皇帝にありその任命する總督が同島の統治權を代行してゐる。總督の下に二院制の議會があつて、立法を掌り、行政は下院の多數黨首領に依て組織される内閣が分擔する。此の政治制度の運用は極めて圓滑に行はれ、世界に於ける民主政治の模範國として知られてゐる。總督は英國皇帝の親任に係り、議案の承認或は否認の權を、又議會の召集、停會、解散の權を有し且軍司令官を兼任する。

NEW ZEALAND

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上院は立法院と稱され、總督の任命する三八名の議員より成り任期は七年である。下院は代議會と稱され八〇名（うちマオリ族代表者四名）の議員より成り、任期は四年となつてゐる。

財政 一九三九—四〇年度の歳入歳出は夫々三六、五八二、〇四六磅、三五、七七二、六七八磅である。歳入財源の最も大なるものは關稅及び消費稅であり、歳出の大部分は公債に對する利子及び減債基金に對する支出である。

宗教 キリスト教の各派がよく流布してゐて殆んど唯一の宗教である。就中イングランド教會が最も勢力あり、全國を七教區に分ち、マオリ族には特に一ビショップ區が設けられて居る。マオリ族は英國の巧妙なる宗教的懷柔政策に依て、其の祖先の宗教、即ち萬有神教的信仰を殆んど拋棄して居る状態である。

教育 ニューゼーランドに於ける教育は擴く普及し初等教育は七才以上一四才迄の者に義務教育

制が布かれてゐる。高等教育としてはオタゴ大學、カンタベリー大學、オークランド大學、ヴィクトリア大學の四大學の他に、カンタベリー農科大學とマツセイ農科大學の二校がある。特殊學校としては鑛山學校、及び師範學校が設けられてゐる。

交通 道路 ニューゼーランドの道路は極めて良く發達し、自動車道路の如き其の延長實に六百數十萬哩にも及んでゐる。鐵道 一九三八年三月末に於て國有鐵道は五、三二〇哩、私設鐵道は三一七哩にして總計五、六三七哩を數ふ。船舶海運はパナマ運河開通後、歐洲よりの航程が短縮され非常に隆盛となつた。即ち一九三七年度に於てニューゼーランド諸港に入港した船舶は六三四隻二九六二、八八〇噸、出港の船舶は六二〇隻、二、九二五、七九八噸に上つてゐる。戦前は我國との間に直通航路が開設されてゐた。

通信事業も整備し、電信線一九、三〇〇哩、海底電線一〇六、九五九哩に達してゐる。

Principal Production and Industry

Two-third of the country's area is suitable for agriculture and live-stock farming, the latter particularly enjoying an international reputation along with the live-stock industry of Australia. The four largest live-stock products are butter, cheese, meat and wool while the three foremost agricultural products consist of wheat, barley and oat.

LIVE-STOCK: During 1937, the aggregate area of land allocated for live-stock farming was estimated at about 43,000,000 acres which surpass the area used for farming by nearly two fold. Approximately 70 per cent of this vast stretch of land is used for raising sheep, the total number of which reaching some 30,000,000 heads. The export of wool during 1937-38 totaled an enormous figure of 300,000,000 pounds. Majority of the Australian sheep is cross-breeds, but there are some which belong to the Romney, Corriedale and Merino breeds.

The number of cattle raised in the country is roughly 4,400,000 heads, of which a greater portion consists of milch cows. The annual production of butter and cheese is estimated at roughly 150,000 tons and 90,000 tons respectively, and is exported to Britain and the United States. Meat valued at about £NZ. 17,000,000 is refrigerated each year and shipped abroad while condensed milk, casein, hides, fat and sausage are also produced as by-products of the live-stock industry.

産業 ニューゼーランドは氣候温和で雨量適度なるため、農業及び畜産業が盛んで全國土の三分の二は農牧に適してゐる。農牧業の外に自國の原料を使用する工業も近時發達し、又豊富なる資源に恵まれる鑛業、林業も亦漸次擡頭しつつある。

農業 ニュー・ゼーランドの一九三七年現在の耕作面積は約七九、〇〇〇平方哩であり、諸河川流域は土地肥沃にして麥類の栽培に適し、殊に小麥（一九三八年度耕作面積七五三平方哩、收穫高二一七、五四八、〇〇〇立）の產出最も多く、燕麥（二三四平方哩、九五、〇七六、〇〇〇立）、大麥（一〇三平方哩、三九、〇二四、〇〇〇立）等の產も少くない。他に玉蜀黍、馬鈴薯、煙草、ニューゼーランド麻等を產出する。又北島の暖地に於ては柑橙類、葡萄等を主とする果物が多く出来る。

畜産業 牧畜はニューゼーランドの最大産業で羊と牛が最も多く飼養され、豚と馬とがこれに次いで居る。牛は初め肉を得るのが主目的であつたが、近年酪業が急速に發達し、一九四〇年の輸出額は、バター一八、二二八、〇〇〇封度、チーズ八、二三三、〇〇〇封度、冷凍肉六四八、一〇九

AGRICULTURE: The farm products of the country comprise wheat, barley, rye and other cereals, pasturage seeds, peas, potatoes, hops and tobacco. According to a statistics compiled in 1938, the area of wheat field was about 186,000 acres and the total yield for that year, 6,043,000 bushels, while those for barley and oat were respectively 25,500 acres and 57,900 acres and their annual yield, 1,084,000 and 2,641,000 bushels. In the North Island where the climate is moderate, varieties of fruits such as citrus and grapes are grown.

MINING: Of the mineral products, coal is well known, its output annually ranging around 2,000,000 tons. The development of New Zealand is ascribable to the gold deposit found in the country, and consequently, its importance among various industries is of great nature. The annual output is estimated at approximately 170,000 ounces. Other mineral products include silver, iron, tungsten, copper, manganese, tin, sulphur and platinum.

In order to develop the country's oil industry, the Government is encouraging tapping operations by granting subsidies with the result that the enterprise, utilizing the modern equipments, is being actively undertaken in Taranaki, Hawkes Bay, Canterbury, Southland and Westland.

FORESTRY: There are 12,600,000 acres of indigenous forest in New Zealand. Among the forest products are the Kauri pine, which is much valued for shipbuilding purposes as well as for its resin.

FOREIGN TRADE: Total imports of New Zealand during 1940 were valued at £NZ.48,998,000 and exports, a record figure of £NZ.73,741,000. Notwithstanding this favorable balance in trade, however, it was announced that a further curtailment will be necessary in the import of non-essentials to provide funds

九二〇封度（但一九三七年度）を示し、何れも急激なる増加を見せてゐる。

牧羊は南島が主で一九四〇年度の羊毛輸出額は八九〇、七三八俵（一俵三四四封度に當る）——六六五、九〇九磅に上つた。

尙一九三九年現在に於ける重要家畜飼養数は牛四、五六五、〇〇〇頭、羊三一、八九七、一〇〇頭、馬二七四、八〇〇頭、豚六八三、〇〇〇頭を數へる。

林業 ニュージーランドには約五一、〇〇〇平方杆の森林地帯がある。之等は北島の北端部に多く、そのうちカウリ松は船舶材として非常に貴重である。南島には山毛櫸の良材を産する。

鑛業 ニュージーランドには各種の鑛物資源が多量に埋藏されて居ると云はれるが、未だ開發充分ならず、金、銀、石炭を主要鑛産物とする。金は濠洲と同様に、其の植民史上に於て多くの移民を吸引し極めて重要な役割を演じた。一九三七年に於ける産出額は四、八一五、五一六瓦、又銀の産出額は一、四七五、三八八瓦である。石炭は南島北西岸に多く、其の埋藏量は約十六億噸と看做され、一九三九年度の産出量は二、三四二、六三九噸（一九四〇年は二、五〇〇、〇〇〇噸以上）に上る。尙右の他鐵鑛、硬玉、燐鑛、硫黄をも産出する。

for the purchase of war materials in particular.

The country's chief foreign trade for 1937 and 1938 (latest available), as classified according to different commodities, are shown in the following table.

Values of Principal Exports & Imports of New Zealand, 1937 & 1938

EXPORTS			IMPORTS		
	1937	1938		1937	1938
	£NZ'000	£NZ'000		£NZ'000	£NZ'000
Butter	16,986	16,520	Wheat	489	804
Cheese	5,372	5,935	Motor Spirit	1,856	1,881
Beef, Frozen	710	881	Miscellaneous Hardware, Cutlery, etc.	1,069	990
Lamb, Frozen	5,380	9,132	Electrical Machinery & Equipment	2,632	2,849
Mutton, Frozen	1,636	2,044	Motor Vehicles	5,790	5,428
Pork, Frozen	1,734	1,727	Tractors and Parts thereof	734	806
Sausage Casings	760	740	Apparel and Ready-made Clothing	1,811	1,812
Sheep Skins without Wool	1,619	967	Cotton Piece Goods	1,944	1,498
Wool	19,070	12,185	Silk Piece Goods	1,215	953
Gold	1,435	1,297			
Total	54,702	51,428	Total	17,540	17,951

WELLINGTON AND AUCKLAND



WELLINGTON, situated on the Cook Strait at the southern point of the North Island, is the capital of New Zealand having a population of about 155,000. It is an important distributing port of the Dominion and the transportation of commodities to the interior and coastal points is effected by rail, trucks and coastal steamers.

Since Wellington is conveniently situated on a route from Australia to Panama, it has become a port of call for overseas vessels passing through the Panama Canal to or from the United Kingdom, Europe, the United States, and Canada. The Harbor has an area of about 20,000 acres with good anchorage throughout, and being landlocked, it provides safe shelter. The entrance is wide and deep enough to accommodate the largest ships. The total lineal berthing space is 22,000 feet, with depths of water alongside varying from 166 feet for coastal vessels, up to 46 feet for overseas vessels.

The principal exports from Wellington are wool, cheese, butter, casein, frozen and chilled meats, flax, sausage casings, hides and skins, fresh fruit, hardwood timbers, and tallow. Wellington handles a large share of New Zealand's total exports. The imports consist of manufactured goods of all classes, the most important items being motor vehicles, cotton, woollen, silk, and rayon piece goods, electrical machinery and equipment, gasoline, sugar, tea, paper, and hardware. The United Kingdom is the most important supplier, followed by Australia, the United States, and Canada.

Being the seat of government, Parliament House and a number of fine official buildings are located in the city. One of the most attractive places is the Botanical Gardens, the charm of which lies in their natural character. They are rather reserves of virgin bush than gardens, but have been richly planted as an arboretum, and contain charming walks through valleys shaded by tree-ferns and a variety of native trees and shrubs. The view from the Kelnurn Tea Kiosk, or Brooklyn, in the evening is as attractive as by day for the scintillating lights of the city and harbor present a fascinating spectacle. A portion of Newton Park was set aside some years ago for

ウエリントン 北島の南端クック海峡に面して首府ウエリントンがある。ウエリントンは一八四〇年ニュージーランド會社が初めて送つた新移民の手に依て築き上げられた街で、これをウエリントンと名づけたのは、同會社創立に縁故の深いウエリントン卿を記念するためであると云ふ。其の移民達は當初此の地を中心として、土人と激しい戦を繼續しながら開拓していつたが、一八六五年以來此の國の首府となり、内閣を始め主なる官廳は皆此處にあり、現在では人口約十五萬、ニュージーランド第二の大都市である。

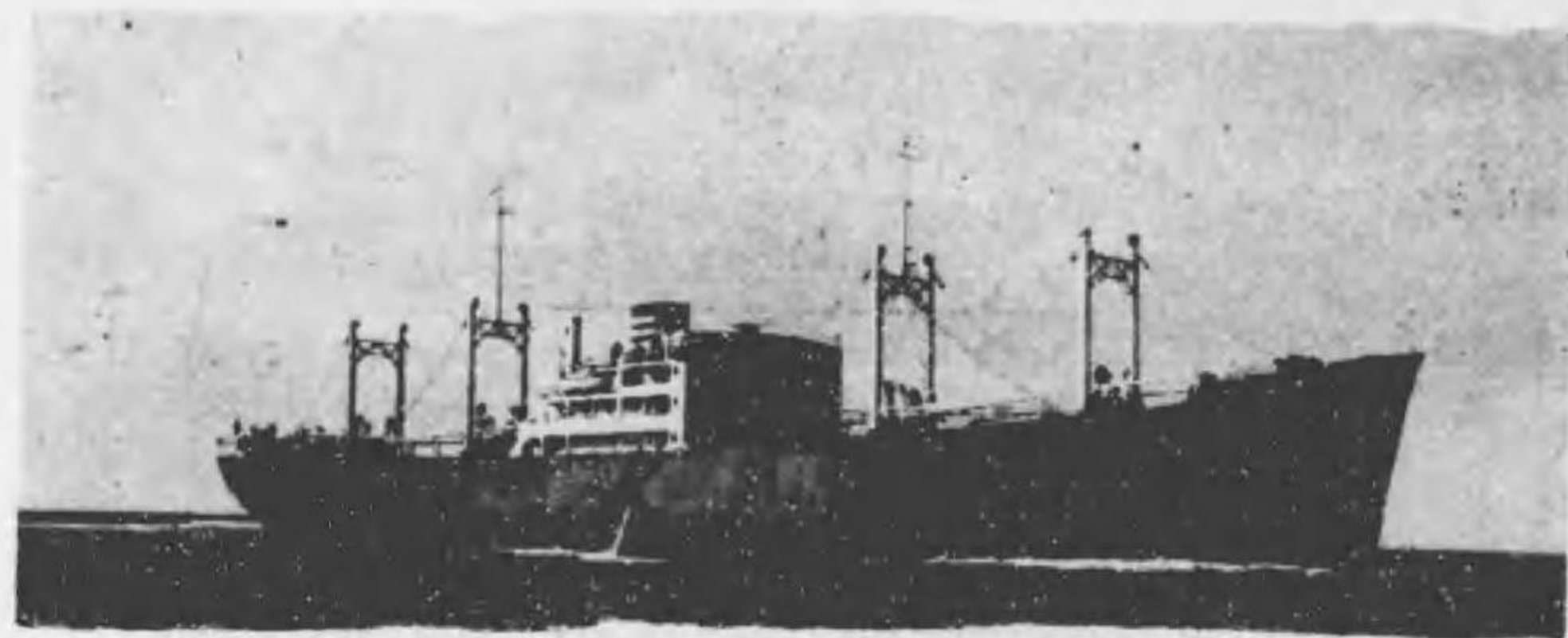
パナマ運河開通以來ウエリントン港は歐米への海運の要衝となつた。同港に出入する船舶は毎年三〇〇〇隻と稱せられ、揚荷、積荷の合計約五、〇〇〇、〇〇〇噸に達した。港内の總面積は六三平方杆にも達し、入口は廣く且深く、大船舶の出入も自由で此の國有數の良港である。唯地形の關係上時々強風に襲はれ、南太平洋の風筒の稱がある。

ウエリントンはニュージーランド輸出品の大半を輸出するが、其の主なるものは羊毛、チーズ、バター、冷凍肉等の畜産加工品、木材等であり、雜貨、機械、纖維製品、ガソリン、砂糖、茶等を輸入する。

市は港灣を抱いて平地と丘陵とから成り、丘陵は主として住宅地、平地は商業地區である。住宅地は極めて風致に富み、夜間丘上から市街を瞰下せば、無數の星が中空に輝くが如き美景を呈する大理石で建てられた議事堂、木造建築としては其の規模南半球第一の稱ある各官衙、總督官邸、市公會堂、ヴィクトリア大學等何れも異彩を放つてゐるが、最も旅人を惹きつけるものは自然のまゝに各種の樹木が繁茂する植物園であらう。其他圖書館、美術館、博物館など何れも特色ある蒐集は幾多の公園と共に人々に慰樂を提供してゐる。

オークランド オークランドはニュージーランド北島の北端に近く、太平洋とタスマン海に面する二つの港灣を有し、人口二二一、〇〇〇、此の

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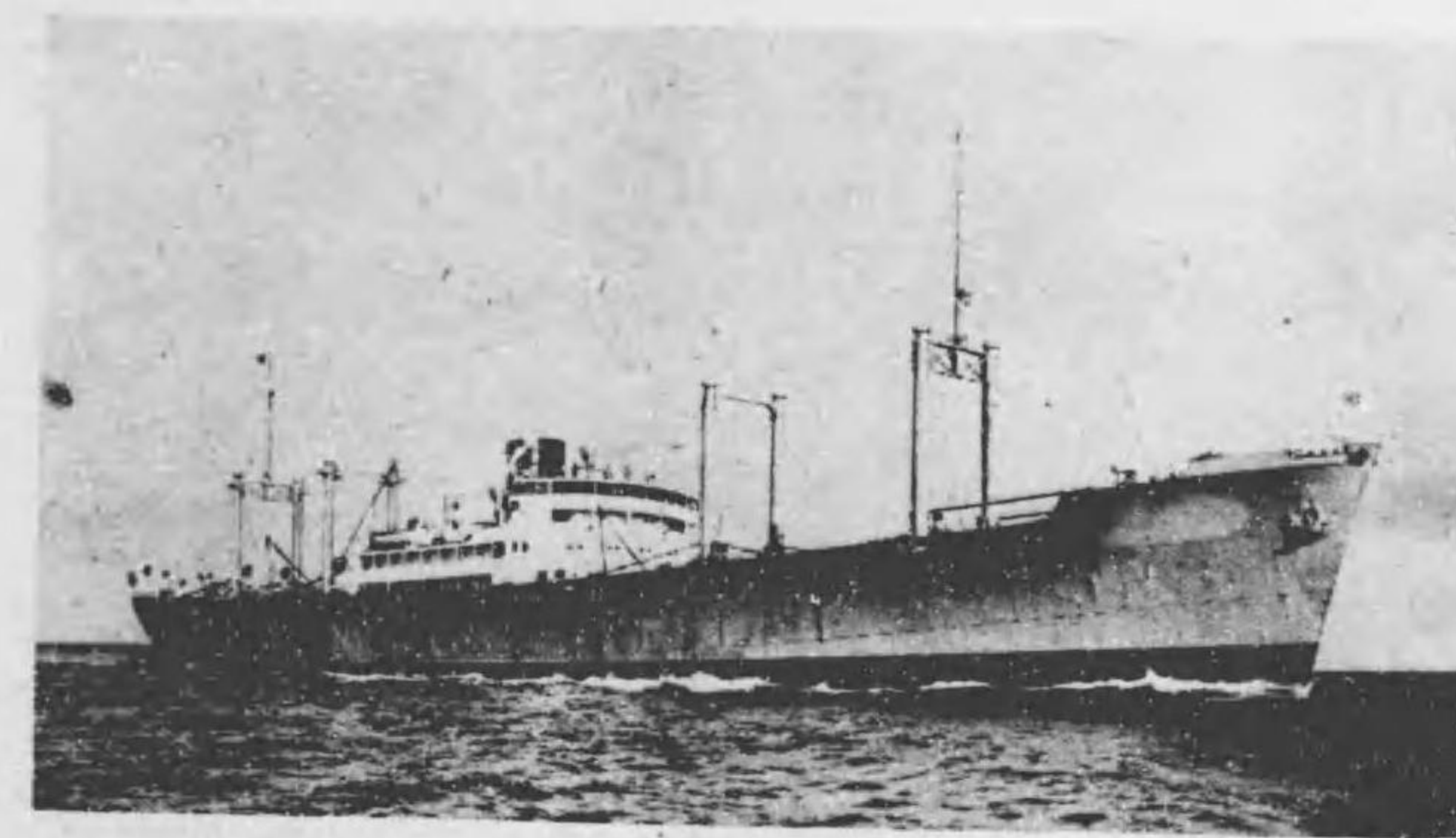
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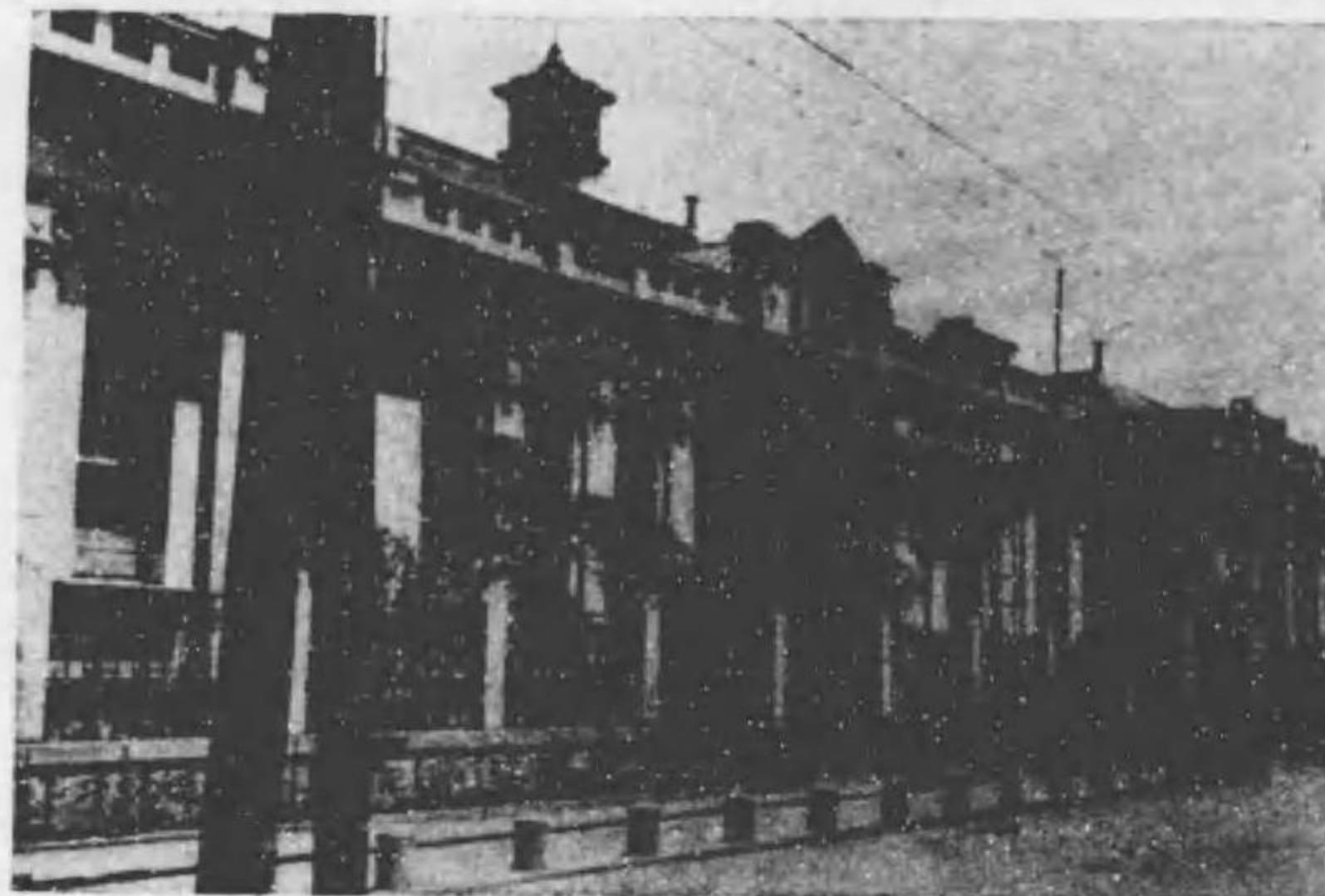
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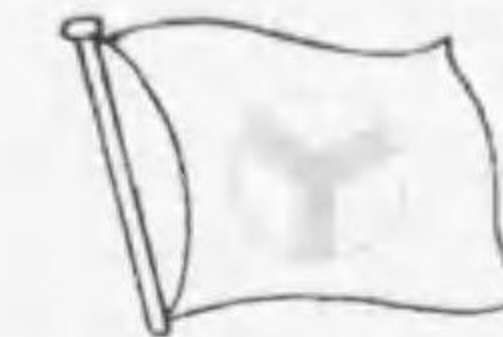
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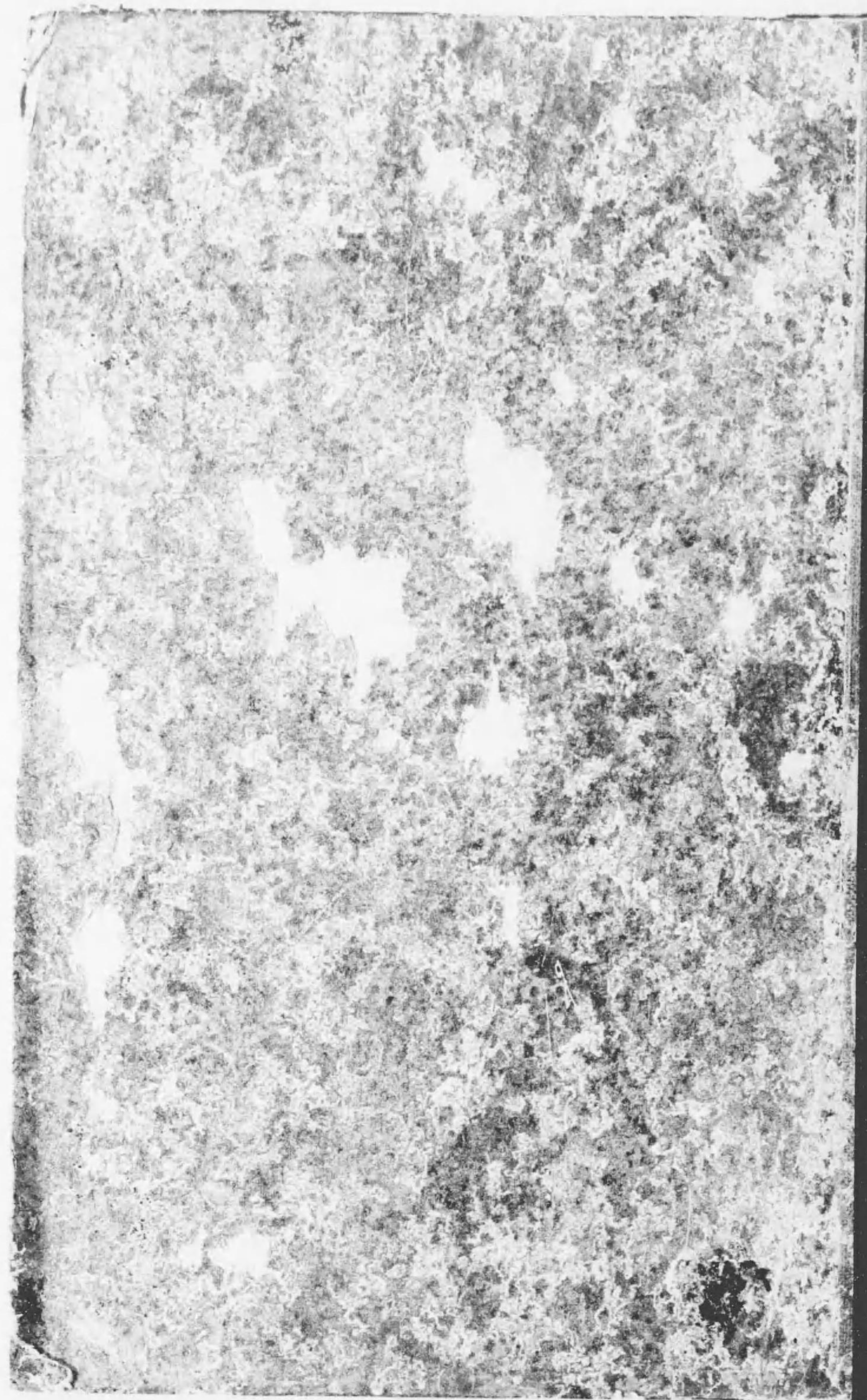
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